

COUNCIL
AGENDA

OCT 27, 1975

PROCEEDINGS

MONDAY, OCTOBER 27, 1975

<u>FUNCTION</u>	<u>TIME</u>	<u>PLACE</u>
CITY COUNCIL MEETING	7:30 P.M.	COUNCIL CHAMBERS

Prepared by: Clerk's Department
Date: October 23, 1975
Time: 1:30 p.m.

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: MONDAY, OCTOBER 27, 1975
TIME: 7:30 P.M.
PLACE: CITY COUNCIL CHAMBERS
1 City Centre Drive,
Mississauga, Ont.

1. PRAYER

2. MINUTES OF COUNCIL MEETINGS: October 6, 1975
October 15, 1975

Verbal motion to adopt

3. PRESENTATION:

Presentation by Council of Taxicab Authority "Driver of the Month" award to Mr. Rashed Saleh.

4. DEPUTATIONS:

(a) FILE OZ-54-74 - CHARLES PUSCHEL CONSTRUCTION - The following persons wish to speak on this application:

Anna Burns	E. B. Toller
J. G. Chipman	James Lewis

(b) FILE T-23531 - TURE ANDERSON (EASTERN) LTD. -

Mr. R. Webb

(c) FILE OZ-78-74 - ROCHE DEVELOPMENT LTD. - Lands north of Q.E.W., east of Erin Mills Parkway -

Mr. H. Thompson

(d) FILE CAB 50/74 - MR. & MRS. TEMPORALE re Committee of Adjustment Decision - Lots 82 and 83, R.P. F-12, Briarwood Avenue.

(e) FILE 17-75 - MR. THOS. MCCARTHY, SHOWCASE PRODUCTIONS - re bringing live theatre to Mississauga.

(f) FILE 25-75 - ZONING GENERAL - AMUSEMENT ARCADE IN PARK ROYAL PLAZA - Mr. D. Donleavy representing a group of residents; Also representatives of Park Royal Community Association.

(g) FILE 17-75 - RECREATION - MISSISSAUGA MINOR SOCCER ASSN. Mr. T. Collings, re general condition of playing fields and overall facilities for soccer in Mississauga.

(h) FILE 25-75 - ZONING - PEEL CHESHIRE HOMES INC. Item #1023 General Committee Report October 8, 1975. Mr. R. Dorney

October 27, 1975.

4. DEPUTATIONS CONTINUED

- (i) FILE ADIR GROUP SITE PLAN - Mr. J. Service
- (j) RE: STRADSON LIMITED - Mr. Garry Smith re Adamson Street Property.
- (k) FILES OZ-11/75 and OZ-12-75 - TOVEAC DEVELOPMENTS - Mr. Mendelson re commutation of local improvements on industrial lands located on the north and south sides of Aimco Blvd. east of Maingate Drive.
- (l) FILE T-24034 - SHERWOOD FORREST PHASE II - Mr. D. Hanson to request passing of by-law to authorize execution of Engineering Agreement and all other documents relative to this development.

5. PUBLIC QUESTION PERIOD

6. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-25
- (b) ITEMS REQUIRING DIRECTION - Nil

7. NOTICES OF MOTION

Nil

8. REPORTS FROM MUNICIPAL OFFICERS

- R-1 - Report dated October 17, 1975, from City Engineer re Self Serve Gas Bars, Stations, Pump Islands and Kiosks. To be received.
- R-2 - Report dated October 10, 1975, from City Treasurer re ratification of accounts paid for the months of August and September 1975. Resolution available.
- R-3 - Report from City Engineer, dated October 1, 1975, re award of tender for supply of dump trucks for maintenance work - P.N. 75-020B. Resolution available.
- R-4 - Report dated October 1, 1975, from City Engineer, re award of tender P.N. 75-043A, Sidewalk snow plowing. Resolution available.
- R-5 - Report dated October 3, 1975, from City Engineer, re Glen Erin Brook Diversion Channel. Resolution available.

October 27, 1975.

8. REPORTS FROM MUNICIPAL OFFICERS CONTINUED

- R-6 - Verbal report will be given by B. Clark, Q. C., re levies. Resolution will be available.
- R-7 - Report dated October 22, 1975, from City Engineer re Urban Equities (Sherwood Forrest West) acreage charges. Resolution available.
- R-8 - Report from City Engineer re award of tender for snow fencing - P.N. 75-039. Resolution available.
- R-9 - Report from City Solicitor. Re: Land dedication for future development of land bordering on Lake Ontario.

9. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER REPORTS FROM COMMITTEES

Verbal motion

10. COMMITTEE REPORTS

- (a) GENERAL COMMITTEE REPORT OCTOBER 8, 1975
- (b) GENERAL COMMITTEE REPORT OCTOBER 15, 1975
- * (c) GENERAL COMMITTEE AGENDA OCTOBER 22, 1975
- * GENERAL COMMITTEE SUPPLEMENTARY AGENDA OCTOBER 22, 1975
- * NOTE: Mayor Dobkin has requested that these be dealt with at this time.

11. COMMITTEE TO RISE

Verbal motion

October 27, 1975.

12. PETITIONS - Attachments P-1 to P-4

- P-1 - Petition from residents on Ponytrail Drive asking for removal of STOP signs at Briarcrook Cres. This request has been referred to W. Taylor for a report.
- P-2 - Petition containing some 275 signatures re traffic at Elizabeth and Park Streets (Port Credit). Resolution will be available.
- P-3 - Petition containing approx. 100 signatures re traffic and road conditions on Queenston Drive. This petition has been referred to W. Taylor for report.
- P-4 - Petition from residents of William Street (Streetsville) requesting reconstruction of William Street. This petition has been referred to W. Taylor for report.

13. UNFINISHED BUSINESS - Attachment U.B.-1

- (a) ITEM #1042 GENERAL COMMITTEE REPORT OCT. 15/75 - Referred to Council without a recommendation. Report from W. Taylor re parking requirements for Townhouse Development on Darcel Avenue.
- (b) FILE 93-75 - SELF SERVE GAS STATIONS - At the Council meeting on October 6, 1975, Mr. Hayhoe of Sun Oil Co. was promised that his application for a gas bar at Queen St. & Reid St. would be dealt with not later than Oct. 27, 1975.

October 27, 1975

14. BY-LAWS

Verbal motion required to give required number of readings.

#502-75 - A By-law to authorize execution of Offer of Compensation (re Wharton Construction and Transit Terminal Site).

NOTE: This by-law requires an affirmative vote of 3/4 of all the members of Council

THREE READINGS REQUIRED

#503-75 - A By-law to authorize execution of a Contract with Supply and Services Canada (ABPI) with respect to Mississauga Transit.

NOTE: This by-law requires an affirmative vote of 3/4 of all the members of council.

THREE READINGS REQUIRED

#504-75 - A By-law to authorize execution of an agreement for municipal purposes. (P. N. 74-143 awarded to Arpani Construction Ltd. This project has received O.M.B. Approval. Contour Drive-Bexhill Road.)

NOTE: This by-law requires an affirmative vote of 3/4 of all the members of Council.

THREE READINGS REQUIRED

#299-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$22,000.00 (all of which is to be debentured) for reconstruction of a storm sewer outlet in the City of Mississauga. (Replacement of pipe and a concrete headwall north of part Lot 8, PL. 432 on easements on the southerly bank of the Credit River. This project has received O.M.B. approval.)

NOTE: This by-law requires an affirmative vote of 3/4 of all the members of Council.

THIRD READING REQUIRED

October 27, 1975.

14. BY-LAWS CONTINUED

- #505-75 - A By-law to authorize the temporary borrowing of \$22,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for storm sewer works in by-law 299-75.)

THREE READINGS REQUIRED

- #301-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$840,000.00 (of which \$200,000.00 is to be debentured) for the reconstruction of Dundas Street from Old Carriage Road to Wolfedale Road. (This project has now received O.M.B. approval)

THIRD READING REQUIRED

- #506-75 - A By-law to authorize the temporary borrowing of \$840,000.00 (of which \$200,000.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for highway reconstruction in by-law 301-75.)

THREE READINGS REQUIRED

- #369-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$250,000.00 (all of which is to be debentured) for the construction of the Fieldgate Drive Extension. (This project has received O.M.B. approval.)

THIRD READING REQUIRED

- #507-75 - A By-law to authorize the temporary borrowing of \$250,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for highway construction in by-law 369-75.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #368-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$21,500.00 (of which \$11,500. is to be debentured) for the construction of improvements to the intersection of Cawthra Road and Bloor Street. (This project has received O.M.B. approval.)

THIRD READING REQUIRED

- #508-75 - A By-law to authorize the temporary borrowing of \$21,500.00 (of which \$11,500. is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for intersection improvements set out in By-law 368-75.)

THREE READINGS REQUIRED

- #384-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$76,600.00 (of which \$60,000. is to be debentured) for the reconstruction of Atoka Drive. (This project has received O.M.B. approval.)

THIRD READING REQUIRED

- #509-75 - A By-law to authorize the temporary borrowing of \$76,600.00 (of which \$60,000.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for Atoka Dr. reconstruction as set out in By-law 384-75.)

THREE READINGS REQUIRED

- #298-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$300,000.00 (of which \$150,000.00 is to be debentured) for the reconstruction of Church Street from Ontario Street to Main Street. (This project has now received O.M.B. approval.)

THIRD READING REQUIRED

- #510-75 - A By-law to authorize the temporary borrowing of \$300,000.00 (of which \$150,000.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for Church Street reconstruction as set out in by-law 298-75.)

THREE READINGS REQUIRED

October 27, 1975.

14. BY-LAWS CONTINUED

- #511-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$2,623,900.00 (all of which is to be debentured) for the acquisition of land for park purposes in the City of Mississauga. (Acquisition of Cawthra Elliott Estate.)

TWO READINGS REQUIRED

- #512-75 - A By-law to stop up part of the allowance for road between Lot 10 in the Fourth Concession East of Hurontario Street and Lot 10 in the Fifth Concession East of Hurontario Street in the City of Mississauga. (This is as recommended in item #1040 General Committee Report, October 15, 1975.)

TWO READINGS REQUIRED

- #513-75 - A By-law to accept a Deed of Conveyance. (Condition of Committee of Adjustment decision - File Nos. B-108 and 109/75 - J. H. Goddard. Part Lot 7, Con. 1, South of Dundas Street.)

THREE READINGS REQUIRED

- #514-75 - A By-law to execute an agreement. (This agreement is between the City and Totten Sims Hubicki Associates re design work on Mavis Road extension. As recommended by General Committee Sept. 17/75 and adopted by Council Sept. 22/75.)

THREE READINGS REQUIRED

- #515-75 - A By-law to accept a Deed of Easement. (Condition of Land Division Committee under File CAB 293/74-M - Frank C. Teskey. Part Lot 28, Con. 3, South of Dundas Street.)

THREE READINGS REQUIRED

- #516-75 - A By-law to execute a Letter of Renewal with respect to Lease of Jack Darling Park from the Ministry of the Environment. (This is as recommended in item #1030 General Committee Report October 15, 1975.)

THREE READINGS REQUIRED

October 27, 1975.

14. BY-LAWS CONTINUED

- #517-75 - A By-law to execute a Transfer of Freehold Land: (File T-24034 - Sherwood Forest West, Block B, R.P. 632. This is as recommended in Item #1033, General Committee Report Oct. 15/75.)

THREE READINGS REQUIRED

- #518-75 - A By-law to establish certain lands as part of the municipal highway system. (Lands being established as parts of Crystalburn Ave., Appledore Crescent, and Kingsberry Crescent. One foot reserves being lifted to allow access through the various subdivisions located south of Dundas and west of Stillmeadow Road.)

THREE READINGS REQUIRED

- #519-75 - A By-law to establish certain lands as part of the municipal highway system. (Same explanation as given for by-law 518-75.)

THREE READINGS REQUIRED

- #520-75 - A By-law to remove certain lands from part lot control. (Semis in Registered Plan 816 - north of Derry Road and East of Airport Road.)

THREE READINGS REQUIRED

- #521-75 - A By-law to adopt Amendment Number 10 to the Official Plan for the Town of Streetsville Planning Area. (To change land use designation from High Density Residential to Medium Density Residential, for lands located on the east side of Falconer Drive, north of Kenninghall Blvd.)

THREE READINGS REQUIRED

- #522-75 - A By-law to adopt Amendment #255 to the Official Plan of the City of Mississauga Planning Area. (To change the land use designation from Residential to Commercial. Lands located on the south west corner of Dundas St. and Camilla Rd.)

THREE READINGS REQUIRED

October 27, 1975.

14. BY-LAWS CONTINUED

- #523-75 - A By-law to adopt Amendment #256 to the Official Plan of the City of Mississauga Planning Area.
(To change the land use designation from Residential to Industrial and Commercial, from Industrial to Residential and Commercial, and from Highway Commercial to Industrial and Commercial. Lands located on the north west corner of Erin Mills Parkway and Q. E.W.)

THREE READINGS REQUIRED

- #524-75 - A By-law to adopt Amendment #260 to the Official Plan of the City of Mississauga Planning Area.
(To change land use designation from Residential-Apartments to Residential-M ultiple. Lands located at the south west corner of Falconer Drive and Charing Drive.)

THREE READINGS REQUIRED

- #525-75 - A By-law to adopt Amendment #263 to the Official Plan of the City of Mississauga Planning Area.
(To change land use designation from Residential Single and Semi-detached to Residential Multiple. Lands located on the south side of Burnhamthorpe Road East, approx. 350 feet east of Cawthra Road.)

THREE READINGS REQUIRED

- #526-75 - A By-law to stop up part of Haines Road. (This was approved by Council on September 8, 1975. Between Melton Drive and the Queensway.)

TWO READINGS REQUIRED

- #300-75 - A By-law to authorize an application to the Ontario Municipal Board for approval of a capital expenditure in the amount of \$20,000.00 (all of which is to be debentured) for revetment works for Lochlin Trail in the City of Mississauga. (This project has now received O.M.B. Approval)

NOTE: This by-law requires an affirmative vote of 3/4 of all the members of Council.

THIRD READING REQUIRED

14. BY-LAWS CONTINUED

- #527-75 - A By-law to authorize the temporary borrowing of \$20,000.00 (all of which is to be debentured) pending the issue and sale of debentures. This will provide for temporary financing for revetment works in by-law 300-75.)

THREE READINGS REQUIRED

- #302-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$18,000.00 (all of which is to be debentured) for reconstruction of a culvert in the City of Mississauga. (Contour-Bexhill Drive area. This project has received O.M.B. approval)

NOTE: This by-law requires an affirmative vote of 3/4 of all the members of Council.

THIRD READING REQUIRED

- #528-75 - A By-law to authorize the temporary borrowing of \$18,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for culvert work in by-law 302-75.)

THREE READINGS REQUIRED

- #376-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$175,000.00 (all of which is to be debentured) for the construction of a Firehall in the City of Mississauga. (On Britannia Road. This project has received O.M.B. approval.)

THIRD READING REQUIRED

- #529-75 - A By-law to authorize the temporary borrowing of \$175,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for firehall construction in by-law 376-75.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

- #380-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$80,000.00 (all of which is to be debentured) for the construction of an extension to the Parks Depot in the City of Mississauga. (This project has now received O.M.B. approval.)

THIRD READING REQUIRED

- #530-75 - A By-law to authorize the temporary borrowing of \$80,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for extension to parks depot as set out in by-law 380-75.)

THREE READINGS REQUIRED

- #377-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$1,550,000.00 (all of which is to be debentured) for the construction of an Engineering and Parks Works Depot in the City of Mississauga. (This project has now received O.M.B. approval. On Royal Windsor Dr.)

THIRD READING REQUIRED

- #531-75 - A By-law to authorize the temporary borrowing of \$1,550,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for construction of Engineering and Parks Works Depot as set out in by-law 377-75.)

THREE READINGS REQUIRED

- #379-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$500,000.00 (all of which is to be debentured) for the construction of an extension to the Engineering Works Depot in the City of Mississauga. (This project has now received O.M.B. approval)

THIRD READING REQUIRED

- #532-75 - A By-law to authorize the temporary borrowing of \$500,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for Works Depot construction in by-law 379-75.)

THREE READINGS REQUIRED

14. BY-LAWS CONTINUED

#378-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$1,550,000.00 (all of which is to be debentured) for the construction of an Engineering and Parks Works Depot in the City of Mississauga. (This project has now received O.M.B. approval. At Dixie & Derry Rd.)

THIRD READING REQUIRED

#533-75 - A By-law to authorize the temporary borrowing of \$1,550,000.00 (all of which is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for Works Depot construction in by-law 378-75.)

THREE READINGS REQUIRED

#534-75 - A By-law to amend By-law 5500 as amended. (This will change the land use designation from A to Mixed Residential on lands located east of Winston Churchill Blvd., south of Aquitaine. This is part of a registered subdivision.)

THREE READINGS REQUIRED

#535-75 - A By-law to execute an Agreement. (Between the City and Kerr & Associates re proposed irrigation system and reservoir at Lakeview Golf Course.)

THREE READINGS REQUIRED

15. MOTIONS

- (a) To adopt General Committee Report Oct. 8/75
- (b) To adopt General Committee Report Oct. 15/75
- (c) To adopt General Committee Report Oct. 27/75
- (d) To award contract P.N. 75-039 - snow fencing
- (e) To award contract for sidewalk snow plowing - P.N. 75-043A.
- (f) To award contract for supply of single axle dump Trucks for maintenance work - P.N. 75-020B.
- (g) To award tender TR-35-1975 for supply and installation of air conditioning unit at Clarkson Community Centre.
- (h) To award Tender TR-39-1975 for snow plowing for roads and parking lots.
- (i) To award contract for intersection improvements at Hurontario St. and Mineola Rd. - P.N. 73-094.
- (j) To award contract for construction of parapet walls and steel railings - P.N. 75-048.
- (k) To rescind Engineering and Financial Agreements for Godimer Holding (Adamson-Proteous)
- (l) To grant permission for Church parade on Remembrance Day - Malton Legion
- (m) To grant permission to Malton Legion to hold Remembrance Day Parade
- (n) To permit Royal Canadian Legion. Col. Alex Thomson Branch 82 to tag south of Q.E.W.
- (o) To authorize Royal Canadian Legion to place a wreath at all cenotaphs in Mississauga.
- (p) To endorse Brampton's resolution re rent control legislation.
- (q) School support change - R. Hanson - public to separate
- (r) Re Building permit - Otek Construction Ltd. (H. Wolf)
- (s) To approve payment of accounts for August and September.

15. MOTIONS CONTINUED

- (t) Approach Library Board re local arts (D.J. Culham)
- (u) To grant permission to Cadillac Fairview re sign for Auto Campus (D. J. Culham)
- (v) Assume works re Glen Erin Brook Diversion Channel
- (w) To approve four way stop sign at Elizabeth St. and Park St. (M.L.Dobkin)
- (x) To assume works in R.P. 907 - Edrich Subdivision.
- (y) Re Walkway to Green Glade School (M. H. Spence)
- (z) Re three outdoor swimming pools (M. H. Spence)
- (aa) Re levies chargeable to Urban Equities Ltd.

16. NEW BUSINESS

Nil

17. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion to give required number of readings.

18. ADJOURNMENT

Verbal motion required

U.B.-1

CITY OF MISSISSAUGA
Engineering and Works Department

To : The Mayor and Members
of the General Committee,
City of Mississauga

Our Files : 04-00-150.2
Z Area : 248.5

September 30, 1975

Request No. 871

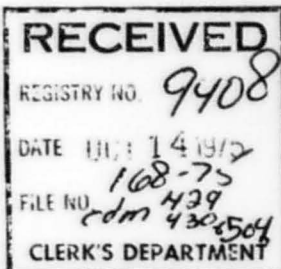
Clerk's Files : 168-75, CDM 429, 430 and 504.

Ladies & Gentlemen :

SUBJECT : Parking requirements for Townhouse Development on
Darcel Avenue.

ORIGIN : Condominium Development Committee Report July 31, 1975,
item 16.

COMMENTS : This stacked townhouse development consists of 604 units.
Plans show 748 underground and 17 above ground parking
spaces, or 1.25 spaces per unit, whereas present policy
requires 2.00 spaces per unit (1.75 for residential and
.25 for visitors) resulting in a shortage of 443 parking
spaces.



The old standard of 1.25 has resulted in parking shortages
at all types of multi-family developments. In general,
townhouses require more parking than apartments, and
condominium units require more parking than rental units.
The access to and availability of good transit service to
and from employment areas can generally reduce the parking
demand somewhat.

The underground parking in this development covers a large
percentage of Blocks 'A' to 'F'. (Refer to Exhibit 1).
Block 'G' at the rear also belongs to the developer and is
currently designated as flood plain and as such falls under
the control of the Metropolitan Toronto and Region
Conservation Authority. The existing flood plain limits
were determined before the realignment of the stream channel
to its present position.

The following are possible full and partial solutions :

1)

The existing underground facilities can be expanded
within the limits of Blocks 'A' to 'F' for a nominal
increase of 60 parking spaces, or they can be expanded
on to the flood plain to accommodate the full parking
requirements but this requires M.T.R.C.A. approval.

SEE ITEM #1042 G.C.
REPORT OCT. 15/75

continued ...

U.B.-1a

- 2 -

- 2) A parking building can be constructed in the vicinity of Blocks 'C', 'D', and 'G'. This also requires M.T.R.C.A. approval, it is inconvenient for Blocks 'A', 'B', 'E' and 'F', and is expensive.
- 3) An additional 443 parking spaces can be provided above ground along the rear of Blocks 'A' to 'F' and on the flood plain Block 'G' to meet the 2.0 spaces per unit requirement, but once again requires M.T.R.C.A. approval. If these spaces are provided solely within the limits of Blocks 'A' to 'F', the removal of much of the green space and a reduction in the standard setback from habitable windows from 20 ft. to 10 ft., is required.
- 4) A November 1972 site plan which shows 100 above ground parking spaces can be modified to accommodate the 0.25 visitor parking rates.
- 5) A road with parallel parking along the front of the building separated from the road allowance provides a maximum of 70 spaces, but severely defaces the appearance of the building to adjacent residents.
- 6) The provision of good transit service to employment centres and other transit services such as GO train and subway would help to reduce the parking demand, but is not guaranteed to be effective and is costly to the City.
- 7) Automobile ownership could be restricted to one vehicle per unit (1.00 residential and 0.25 visitor), but this is difficult to enforce in a condominium development.
- 8) On-street parking could be allowed along Darcel Avenue on both sides, but this is an undesirable sight for adjacent residents and produces an increased traffic hazard.

CONCLUSIONS :

Obviously none of the above solutions are ideal. A new parking structure is very costly, additional above ground on-site parking means a reduction in green space, and it is doubtful if the M.T.R.C.A. will grant approval for additional parking facilities to be accommodated within the flood plain, even though the land belongs to the developer. Because of the realignment of the stream channel further away from Blocks 'A' to 'F' after the flood plain line was determined, it may be possible to get M.T.R.C.A. to review this line under today's conditions.

It is considered essential from a traffic engineering standpoint that additional parking above the 1.25 rate be provided if future problems are to be avoided.

continued ...

U.B-12

- 3 -

Since multi-family developments constantly encounter visitor parking shortages, a visitor parking requirement of 0.25 spaces per unit should be provided and these should be easily accessible and adequately designated.

Whilst a total parking provision of 2.00 spaces per unit is definitely preferable, if it is impossible to attain this level through expansion of the underground or above-ground parking on to the flood plain, then a compromise figure of 1.75 spaces per unit (1.50 for residents and 0.25 for visitors) would be tolerated. This can be accomplished by modifying the hidden fire truck routes to become a permanent internal road system to provide access to parking at the rear. An additional 309 parking spaces to achieve the 1.75 level could then be provided along the back of and in between the buildings, and still allow a considerable amount of the green space. The developers should then compensate for this by providing landscaping, greenery and play equipment on the flood plain adjacent.

A partial one-way road system would reduce the numbers of access points on to Darcel Avenue thereby reducing possible conflicts and access from the rear of the development on to Etude Drive further reduces traffic on Darcel Avenue. In order to avoid any further impact of this development on adjacent homes, the additional parking should be kept away from the front of the building and parking on Darcel Avenue should be prohibited on both sides.

The developer should also erect a walkway across Mimico Creek from the townhouse development to the adjacent shopping centre to reduce the use of automobiles for short trips.

RECOMMENDATIONS: It is therefore recommended that the following be imposed as conditions of registration of the condominium development :

- 1) In order to accommodate the parking demand, either Alternative i. or Alternative ii. should be implemented :

ALTERNATIVE #1 (A)

- a) The City of Mississauga negotiate with the M..T.R.C.A. to obtain approval for the developer to use some of his property designated as flood plain (Block 'G') to accommodate the additional parking to meet the requirements of 2.00 spaces per unit.
- b) The developer meet the 2.00 requirements by either extending the existing underground parking facilities beyond the limits of Blocks 'A' to 'F' onto Block 'G' to accommodate 1.85 and providing an additional 0.15 towards the visitor parking above ground (see Exhibit 2), or

continued ...

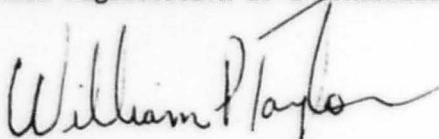
U.B-1c

- 4 -

providing above ground parking along the rear of the property and on the flood plain together with the necessary access roads (see Exhibit 3).

ALTERNATIVE #1(B)

- a) The developer provide additional above ground parking to meet the 1.75 spaces per unit level within the limits of Blocks 'A' to 'F'.
 - b) The developer construct the necessary internal road system to serve both fire trucks and parking access as shown in Exhibit 4.
 - c) The developer notify prospective buyers that the parking requirements of this development are not sufficient.
- 2) The location of all visitor parking be clearly identified.
 - 3) The developer restore the creek bed and banks to the satisfaction of the Council and the M.T.R.C.A., and that if additional parking requires the elimination of green space and/or childrens play areas, additional landscaping be provided on Block 'G'.
 - 4) On-street parking be prohibited on Etude Drive and Darcel Avenue on both sides along the length of the development.
 - 5) Mississauga Transit provides fixed route service along Darcel Avenue with bus bays and shelters being provided in front of each of the three buildings. This service should connect with the GO train and other transit services into Metropolitan Toronto and Mississauga.
 - 6) The developer erect a walkway across Mimico Creek from the townhouse development to the adjacent shopping centre to reduce the use of automobiles for short trips.
 - 7) If an additional 309 parking spaces cannot be provided, then registration as a condominium development be refused.



William P. Taylor, P.Eng.,
Commissioner,
Engineering, Works and Building Department



TJW:JB

Att.

SITE PLAN OF EXISTING
DEVELOPMENT

Present Limits of Underground
Parking Facility -.....

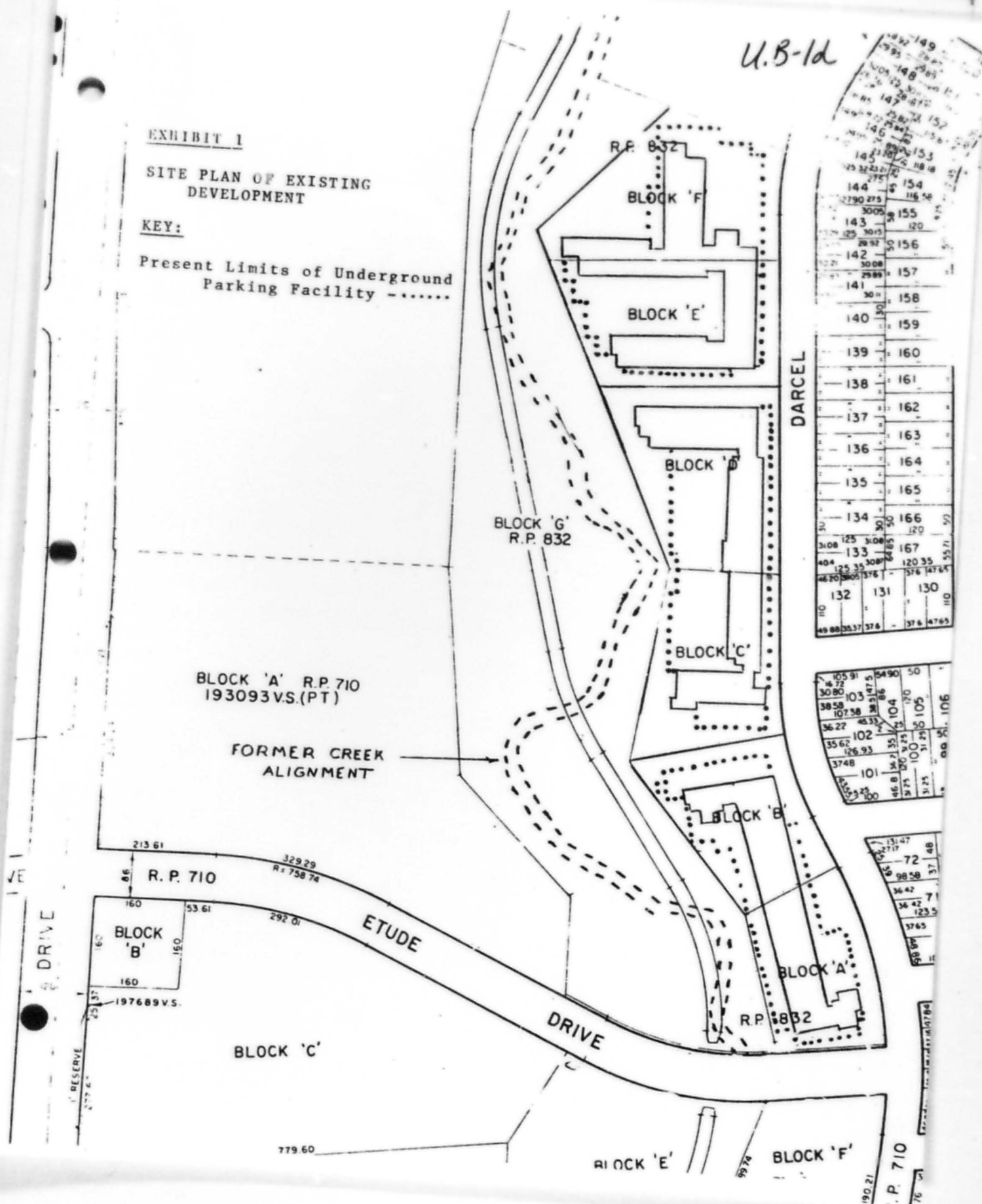


EXHIBIT 2

EXPANSION OF UNDERGROUND PARKING
FACILITIES TO 2.00 SPACES/UNIT
(Note: Additional Above Ground
Visitor Parking Not Shown)

KEY:

Present Limits of Underground
Parking Facility
Additional Underground Parking - - - - -

BLOCK 'A' R.P. 710
193093 V.S. (PT)

FORMER CREEK
ALIGNMENT

DRIVE

R. P. 710

BLOCK
'B'

160

197689 V.S.

BLOCK 'C'

779.60

ETUDE

DRIVE

BLOCK 'E'

BLOCK 'F'

P. 710

BLOCK 'G'
R.P. 832

BLOCK 'E'

BLOCK 'D'

BLOCK 'C'

BLOCK 'B'

BLOCK 'A'

DARCEL

U.B-12

152	153
154	155
156	157
158	159
160	161
162	163
164	165
166	167
168	169
170	171
172	173
174	175
176	177
178	179
180	181
182	183
184	185
186	187
188	189
190	191
192	193
194	195
196	197
198	199
200	201
202	203
204	205
206	207
208	209
210	211
212	213
214	215
216	217
218	219
220	221
222	223
224	225
226	227
228	229
230	231
232	233
234	235
236	237
238	239
240	241
242	243
244	245
246	247
248	249
250	251
252	253
254	255
256	257
258	259
260	261
262	263
264	265
266	267
268	269
270	271
272	273
274	275
276	277
278	279
280	281
282	283
284	285
286	287
288	289
290	291
292	293
294	295
296	297
298	299
300	301
302	303
304	305
306	307
308	309
310	311
312	313
314	315
316	317
318	319
320	321
322	323
324	325
326	327
328	329
330	331
332	333
334	335
336	337
338	339
340	341
342	343
344	345
346	347
348	349
350	351
352	353
354	355
356	357
358	359
360	361
362	363
364	365
366	367
368	369
370	371
372	373
374	375
376	377
378	379
380	381
382	383
384	385
386	387
388	389
390	391
392	393
394	395
396	397
398	399
400	401
402	403
404	405
406	407
408	409
410	411
412	413
414	415
416	417
418	419
420	421
422	423
424	425
426	427
428	429
430	431
432	433
434	435
436	437
438	439
440	441
442	443
444	445
446	447
448	449
450	451
452	453
454	455
456	457
458	459
460	461
462	463
464	465
466	467
468	469
470	471
472	473
474	475
476	477
478	479
480	481
482	483
484	485
486	487
488	489
490	491
492	493
494	495
496	497
498	499
500	501
502	503
504	505
506	507
508	509
510	511
512	513
514	515
516	517
518	519
520	521
522	523
524	525
526	527
528	529
530	531
532	533
534	535
536	537
538	539
540	541
542	543
544	545
546	547
548	549
550	551
552	553
554	555
556	557
558	559
560	561
562	563
564	565
566	567
568	569
570	571
572	573
574	575
576	577
578	579
580	581
582	583
584	585
586	587
588	589
590	591
592	593
594	595
596	597
598	599
600	601
602	603
604	605
606	607
608	609
610	611
612	613
614	615
616	617
618	619
620	621
622	623
624	625
626	627
628	629
630	631
632	633
634	635
636	637
638	639
640	641
642	643
644	645
646	647
648	649
650	651
652	653
654	655
656	657
658	659
660	661
662	663
664	665
666	667
668	669
670	671
672	673
674	675
676	677
678	679
680	681
682	683
684	685
686	687
688	689
690	691
692	693
694	695
696	697
698	699
700	701
702	703
704	705
706	707
708	709
710	711
712	713
714	715
716	717
718	719
720	721
722	723
724	725
726	727
728	729
730	731
732	733
734	735
736	737
738	739
740	741
742	743
744	745
746	747
748	749
750	751
752	753
754	755
756	757
758	759
760	761
762	763
764	765
766	767
768	769
770	771
772	773
774	775
776	777
778	779
780	781
782	783
784	785
786	787
788	789
790	791
792	793
794	795
796	797
798	799
800	801
802	803
804	805
806	807
808	809
810	811
812	813
814	815
816	817
818	819
820	821
822	823
824	825
826	827
828	829
830	831
832	833
834	835
836	837
838	839
840	841
842	843
844	845
846	847
848	849
850	851
852	853
854	855
856	857
858	859
860	861
862	863
864	865
866	867
868	869
870	871
872	873
874	875
876	877
878	879
880	881
882	883
884	885
886	887
888	889
890	891
892	893
894	895
896	897
898	899
900	901
902	903
904	905
906	907
908	909
910	911
912	913
914	915
916	917
918	919
920	921
922	923
924	925
926	927
928	929
930	931
932	933
934	935
936	937
938	939
940	941
942	943
944	945
946	947
948	949
950	951
952	953
954	955
956	957
958	959
960	961
962	963
964	965
966	967
968	969
970	971
972	973
974	975
976	977
978	979
980	981
982	983
984	985
986	987
988	989
990	991
992	993
994	995
996	997
998	999
1000	1001

EXHIBIT 3

PROVISION OF ADDITIONAL ABOVE
GROUND PARKING FACILITIES
TO 2.00 SPACES/UNIT

KEY:

- Access Roads & Fire Route - [dashed line with dots]
- Additional Parking - [hatched area]
- Direction of Traffic Flow - [arrow]
- Directional Access to
Underground Parking
Facility - [arrow with dot]

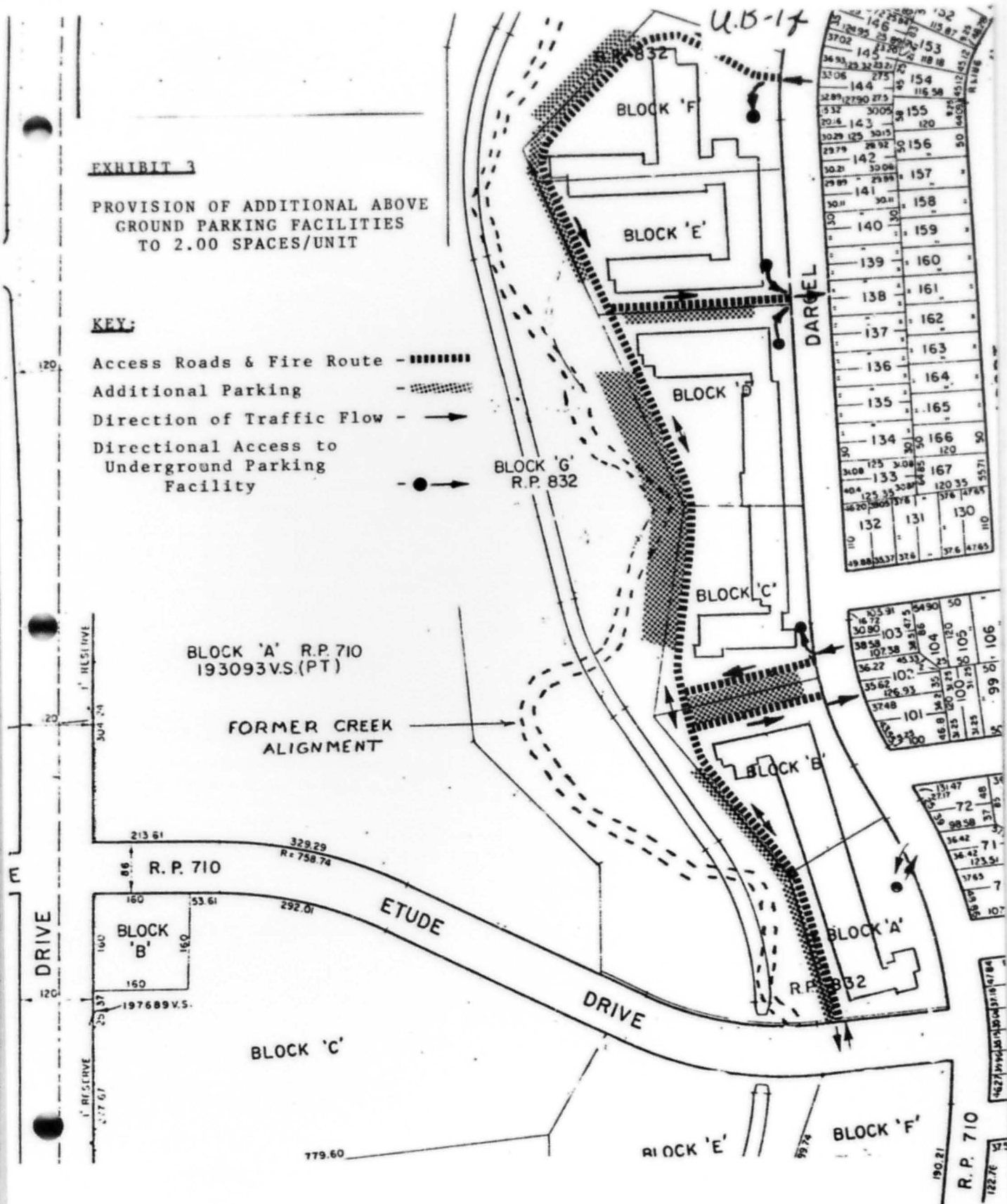


EXHIBIT 4

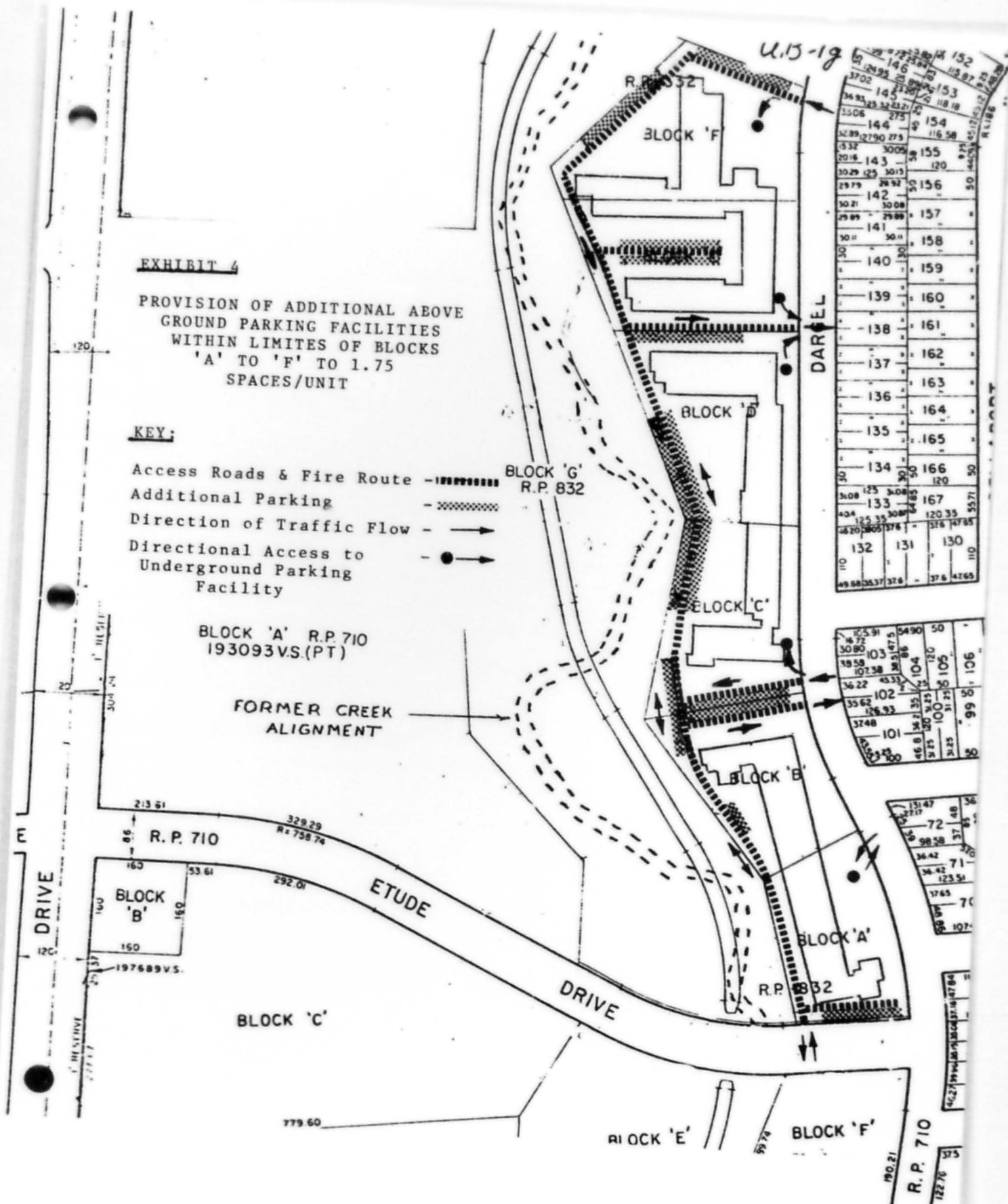
PROVISION OF ADDITIONAL ABOVE
GROUND PARKING FACILITIES
WITHIN LIMITES OF BLOCKS
'A' TO 'F' TO 1.75
SPACES/UNIT

KEY:

- Access Roads & Fire Route - [dashed line with cross-ticks]
- Additional Parking - [dotted line]
- Direction of Traffic Flow - [solid line with arrow]
- Directional Access to
Underground Parking
Facility - [dashed line with dot]

BLOCK 'A' R.P. 710
193093VS.(PT)

FORMER CREEK
ALIGNMENT





City of Mississauga

MEMORANDUM

R-1

To General Committee

From W. P. Taylor, P. Eng.

Commissioner,

Dept.

Dept. Engineering, Works & Building.

October 17, 1975.

SUBJECT Self Serve Gas Bars, Stations, Pump Islands and Kiosks.

ORIGIN Council recommendation September 8, 1975 - Item 3.

COMMENTS Council recommendation of September 8, 1975 - Item 3, states that applications for Self-Serve Gasoline Stations and approval of same be provided to Council for their information and consequently we advise that for the month of September, 1975, this Department received the following applications:-

1. Texaco Canada Ltd., 7198 Airport Road
Lots 442-444, Plan Tor.4. Code 1700
(Self Serve Station, Pump Island and Kiosk)
Applied September 12, 1975.
2. Imperial Oil Ltd., 1439 Lakeshore Road E.
Pt. Lot 5, Conc. 3 S.D.S. Code 1672
(Convert existing station to self-serve)
Applied September 10, 1975.

Applications for Sign Permits and Occupancy Permits accompanied the above as well.

These applications are presently being processed for Site Plan approval and building permits.

Yours very truly,

W. P. Taylor, P. Eng.
Commissioner,
Engineering, Works & Building Dpt

AF/pw
KAC

TO BE RECEIVED.



City of Mississauga

MEMORANDUM

R-2

To The Mayor, and Members of Council

From Mr. W. H. Munden

Dept. _____

Dept. City Treasurer

October 10th, 1975.

Files: T-001; T-091

Ladies & Gentlemen:

Attached hereto is the City of Mississauga Accounts Approval Certificate covering accounts paid for the months of August and September, 1975.

It is hereby recommended that the Council ratify the accounts of the Corporation of the City of Mississauga in accordance with the Treasurer's Certificate, as attached.

Yours truly,

W. H. Munden, R.I.A.,
City Treasurer.

mf/
Att.

RECEIVED	
REGISTRY NO.	9403
DATE	OCT 14 1975
FILE NO.	83-75
CLERK'S DEPARTMENT	

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE

R-2a

Date: October 10, 1975

ACCOUNTS APPROVAL
CERTIFICATE

TO: THE MAYOR, AND MEMBERS OF COUNCIL
FROM: CITY TREASURER

The accounts as summarized below, and as detailed on the attached sheets, have been paid in accordance with the documentary evidence required by City Policy and procedures.

<u>Month of:</u>	<u>Amount</u>
Aug./75	\$ 4,520,807.45
Sep./75	\$ 17,414,985.96

TOTAL: \$ 21,935,793.41

Vouchers may be viewed for inspection at our Accounting Section.
Inquiries may be made through Local ~~295~~
331.

mf/


Treasurer

R-3

CITY OF MISSISSAUGA
ENGINEERING AND WORKS DEPARTMENT

October 1, 1975

Our Files : P.N. 75-020B
04-00-150.1

Mayor and Members of Council,
City of Mississauga,
Mississauga, Ontario.

Ladies and Gentlemen:

SUBJECT: Supply of Single Axle Dump Trucks for General Maintenance Work
P.N. 75-020B

ORIGIN: Works Department

COMMENTS: Listed below is a summary of tenders received and opened by
Committee of Council on Tuesday, September 30, 1975.

- 1) Primo Domenici
one (1) unit at \$9.00 per operational hour.
- 2) John Shean
one (1) unit at \$9.00 per operational hour.
- 3) George Forrest Brown Ltd.
one (1) unit at \$9.00 per operational hour.
- 4) Dave Belford Grading & Trucking Ltd.
one (1) unit at \$10.00 per operational hour.
- 5) Lloyd Moore Haulage Ltd.
one (1) unit at \$13.50 per operational hour.

The City of Mississauga requires four (4) Single Axle Dump Trucks for General Maintenance Work for the period of November 1, 1975 to April 30, 1976.

RECOMMENDATION: We recommend that contracts for the supply of Single Axle Dump Trucks for General Maintenance Work, P.N. 75-020B, be awarded to the following bidders:

- 1) Primo Domenici
one (1) unit at \$9.00 per operational hour.
- 2) John Shean
one (1) unit at \$9.00 per operational hour.
- 3) George Forrest Brown Ltd.
one (1) unit at \$9.00 per operational hour.

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE

Mayor and Members of Council

- 2 -

October 1, 1975

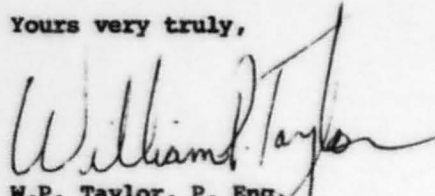
Our Files : P.N. 75-020B
04-00-150.1

- 4) Dave Belford Grading & Trucking Ltd.
one (1) unit at \$10.00 per operational hour.

A draft resolution to this effect is attached.

This award is subject to the approval of the Ministry of
Transportation and Communications.

Yours very truly,



W.P. Taylor, P. Eng.
Commissioner of Works,
Building & Engineering

MWB
MWB/dgw

Enclosure

cc Mr. H.J. Baldwin

CITY OF MISSISSAUGA
Engineering and Works Department

R-4

October 1, 1975

Our Files: P.N. 75-043A
04-00-150.1

Mayor and Members of Council,
City of Mississauga,
Mississauga, Ontario.

Ladies and Gentlemen:

SUBJECT: Sidewalk Snow Plowing Contract
P.N. 75-043A

ORIGIN: Works Department

COMMENTS: Listed below is a summary of tenders received
and opened by this Committee of Council on
Tuesday, September 30, 1975.

- 1) George Forrest Brown Limited
One (1) unit at \$12.00 per operational hour
- 2) Williams Gradall Rental
One (1) unit at \$15.00 per operational hour
- 3) Lloyd Moore Haulage Limited
One (1) unit at \$18.00 per operational hour

The contract was tendered for the supply of
six (6) tractors with 'V' plows. The unit
tendered by Lloyd Moore Haulage does not meet
the required equipment specifications.

RECOMMENDATION: We recommend that contracts for Sidewalk Snow
Plowing, P.N. 75-043A, be awarded to the
following bidders:

- 1) George Forrest Brown Limited
One (1) unit at \$12.00 per operational hour
- 2) Williams Gradall Rental
One (1) unit at \$15.00 per operational hour

A draft resolution to this effect is attached.

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE

Mayor and Members of Council
October 1, 1975

Page 2

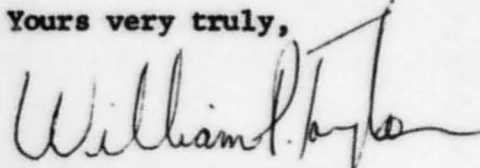
R-4a

RECOMMENDATION: cont'd

This award is subject to the approval of
the Ministry of Transportation and Communications.

We recommend that the remaining four (4) side-
walk snow plowing units required be obtained
on a quotation basis.

Yours very truly,



W. P. Taylor, P. Eng.
Commissioner of Works,
Building & Engineering.

MB
MWB/ib
Encl.

c.c. Mr. H.J. Baldwin



City of Mississauga

MEMORANDUM

R-5

To Mr. T. L. Julian,
Dept. Clerks.

From Mr. W. P. Taylor,
Commissioner,
Dept. Engineering, Works & Building.

October 3rd, 1975.

Dear Sir:

Re: Glen Erin Brook Diversion Channel
and Energy Dissipator
Our File: P.N. 70-81C

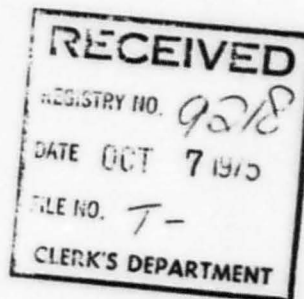
As far as this Department is concerned, the Developer has complied with all requirements of the Engineering Agreement.

We, therefore, recommend assumption of the works by the City. The City has an overall Letter of Credit from the developer which includes the above works in addition to the works of the adjoining Erin Mills Development. These securities will only be released when the City has assumed the remaining developments covered under the Letter of Credit.

The maintenance repair works on the gabions at the extreme end of this diversion will be undertaken under a new Engineering Agreement between the developer and the City of Mississauga for the Sawmill Creek Channel improvements (Our File: P.N. 73-150).

Yours very truly,
William P. Taylor
W. P. Taylor, P. Eng.,
Commissioner,
Engineering, Works & Building.

PT:cs
c.c. B. E. Swedak
S. D. Lawson
W. Richmond
Region of Peel.



TO BE RECEIVED.
RESOLUTION AVAILABLE

*my agn dated Jan 7 1975
Feb 5/71
located
west of
Glen Erin
Mills
Dundas*



City of Mississauga
MEMORANDUM

R-7

To Mayor and Members of
Council
Dept. _____

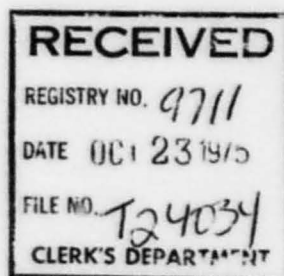
From William P. Taylor, P. Eng.
Commissioner
Dept. Engineering, Works & Building

October 22, 1975

Request # 952

Our Files: P.N. 73-148
04-00-150.2

Clerks' file T-24034



SUBJECT: Urban Equities Limited
Sherwood Forrest West
Acreage charge for arterial roads and watercourse
improvements.

ORIGIN: Letter dated October 8, 1975 from Switzer & Associates,
Barristers & Solicitors.

COMMENTS: 1. Reference is made in the letter with regard to water-
course improvements that have already been carried
out by the developer. Credits for such work have been
clarified in a report to Council and it is clearly
understood that there would not be a double charge
and these credits would be applicable to the water-
course levy due.

2. Reference is made to the penalties applicable to the
single family developer versus the high density
developer. Once again, it was clearly stated in
the report to Council on the subject that the final
levies which would be charged would be based on the
type of development which took place and would take
into account the additional people which would utilize
arterial roads and the additional run-off due to
higher lot coverage which would be a result of higher
density.

TO BE RECEIVED.
RESOLUTION AVAILABLE

...2

R-7a

3. Reference is made to the ownership of Dundas Street west of Mississauga Road. As Council is aware, the City of Mississauga has already received communications from the Ministry of Transportation and Communications with regard to the take-over of this section of Dundas Street and therefore the improvements to same would be under the control and jurisdiction of the City in the future.
4. Reference is made to Hammond Road improvements in that this is a road exterior to the subdivision. It was clearly pointed out in the report to Council that only arterial roads were considered in the levy and all interior roads both of the subdivision as such or minor collectors which bordered the subdivision would still be the responsibility of the developer and hence the funds expended on same has no bearing on the arterial road levy.
5. Reference is made to the fact that the resolution of Council setting forth the interim policy on these levies pointed out that this was an interim policy and the levies could be adjusted following the final resolution of this study. However Council subsequently amended their resolution on October 6 so that the amount of \$2,000.00 per acre for each of these improvements was considered to be firm and would not be changed for development which had their engineering agreements finalized prior to the development of a final levy system.

CONCLUSION:

It would appear that a deputation is to be made to Council on October 27 with regard to this subdivision. Although this Department has briefly reviewed the contentions made in the letter, it is quite obvious that a full explanation would require an extensive report and therefore this has just set out the basic position of the Department. Obviously the developer is under several misconceptions with regard to the policy that is presently in effect and I would further point out that many of these items have been reviewed fairly extensively with the developer's consultant and also clarified with the consultant.

R-74.

General Committee
October 22, 1975
Page 3

RECOMMENDATION: That the arterial road and watercourse levies presently in effect, as further clarified by the above details, be chargeable to Urban Equities Limited for the Sherwood Forrest West subdivision.

WPT
WPT/bj

William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering, Works & Building Dept.

CITY OF MISSISSAUGA
Engineering and Works Department

R-8.

Our Files: P.N. 75-039
04-00-150.1

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Ladies & Gentlemen;

SUBJECT: Snow Fencing Contract
P.N. 75-039

ORIGIN: Works Department

COMMENTS: Listed below is a summary of tenders received and
opened by the Committee of Council on Tuesday,
October 21, 1975.

1) F. Powell & Co. Ltd.	\$88,500.00
2) Lundy Steel Limited	\$90,000.00
3) Hutt Fence Limited	\$107,000.00
4) Peel Fence Limited	\$107,500.00

RECOMMENDATION: We recommend that the contract for Snow Fencing be
awarded to F. Powell & Company Limited, the low
bidder, at the tendered price of \$88,500.00.

A draft resolution to this effect is attached.

This award is subject to the approval of the Ministry
of Transportation & Communications.

Yours very truly,

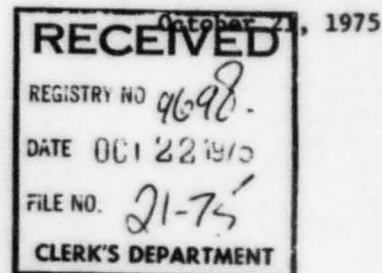
W. P. Taylor
W. P. Taylor, P. Eng.
Commissioner of Works, Building
& Engineering.

MB MWB:db
Encl.

c.c. Mr. H. J. Baldwin

N.B. - Funding is available for this work under the 1975
Current Maintenance Budget.

TO BE RECEIVED. RESOLUTION AVAILABLE





City of Mississauga

MEMORANDUM

R-9

To The Mayor and Members of
Council

From Mr. Basil Clark, Q.C.

Dept. _____

Dept. City Solicitor.

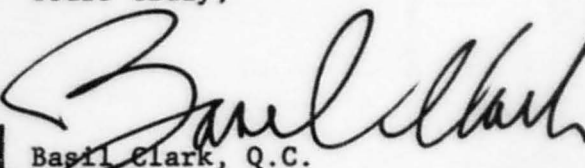
October 24th, 1975.

SUBJECT: Unnumbered Resolution considered by Council on
April 7, 1975.

COMMENTS: The City has no power to implement a 10% land
dedication for future development of land
bordering on Lake Ontario. The Planning Act
limits the amount to 5% or cash in lieu.

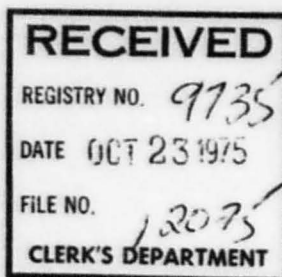
The attached memorandum should be read in light
of this information.

Yours truly,


Basil Clark, Q.C.
City Solicitor.

BC:bd

Attachment



TO BE RECEIVED

R-9a

EXTRACT FROM COUNCIL MINUTES APRIL 7, 1975

10. PROPOSED MOTIONS

The following motions were considered and deferred:

(a) FILE 120-75 - DEVELOPMENT POLICY

Moved by: Hazel McCallion
Seconded by: H. Wolf

WHEREAS the City of Mississauga desires to retain sufficient land for pathways and recreation areas bordering Lake Ontario; and

WHEREAS the portion of the lands presently bordering Lake Ontario have not as yet been developed and this desire for additional waterfront property can be incorporated in the City requirements with the developer; and

WHEREAS the City at the present time requires a 5% land or cash contribution for new development;

BE IT RESOLVED that the policy of the City be amended so that a 10% dedication be required for all future development bordering on Lake Ontario and that the necessary legislation be implemented to effect this requirement.

NOTE: This proposed motion was referred to the City Solicitor for report.

Blank

(Where a municipality has an Official Plan, it can take up to one acre for each 120 dwelling units proposed, instead of a maximum of 5%.)

October 15, 1975

R-9c

CONCLUSION:

Until The Planning Act is amended, there is no legal basis for a policy which demands 10% instead of 5%.

OTHER SOURCES AND METHODS OF ACQUIRING LAND
FOR THE MUNICIPALITY

As you are well aware, every Plan of Subdivision is exposed to consideration by all of the operating Departments of the City and the Region, and by certain sections of the Provincial Government. In addition, local agencies are circulated. Two of the most important reports come from Engineering and the Conservation Authorities. During consideration by these two groups, certain parts of the developer's lands will be "disqualified" from being built upon; i.e. flood plain, steep embankments, etc. etc. This land is frequently set aside as public open space; sometimes it is actually conveyed to the municipality and sometimes it is not. This source of land, should not be considered in the same light as the 5% acquisitions dealt with earlier in this memorandum. Lands from the "5%" source are always available; but lands which may accrue because of "disqualification" are of an uncertain supply.

CONCLUSION:

In some cases there will be no land available to the City from this source, because this source depends upon the location and nature of the land to be developed and upon the application to that land of Conservation and Engineering principles.

October 15, 1975.

K-9d

PUBLIC LANDS BORDERING LAKE ONTARIO

The Planning Department will comment on the suitability of lands from the "5%" source, and the suitability of lands from the "disqualification" source for the creation or preservation of public access to and along Lake Ontario.

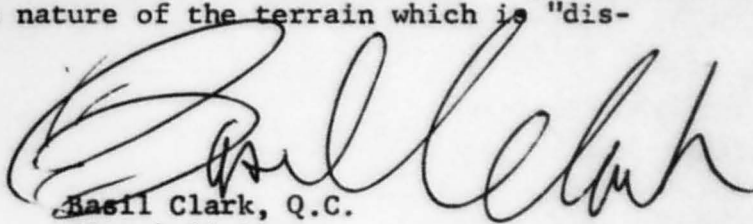
If lands are "disqualified", they may still not be suitable for even park purposes, depending upon the terrain.

This is a matter which the Engineering Department will deal with.

CONCLUSION:

Apart from the "5%" source, and the "disqualification" source, the only other means by which the City can acquire land is by purchase, expropriation, or giving some "quid pro quo" in exchange.

The Engineering and/or Planning Department may comment on the suitability of "disqualified" lands for use as public access to and along Lake Ontario; it is sufficient for purposes of this memo to remember that a great deal depends on the nature of the terrain which is "disqualified".



Basil Clark, Q.C.
City Solicitor.

BC:bd

RECEIVED	
REGISTRY NO.	9347
DATE	OCT 10 1975
FILE NO.	46-75/ 49-75
CLERK'S DEPARTMENT	

P-1

J. Reinbergs
1891 Briarcrook Cr.
Mississauga, L4X 1A5

October 10, 1975.

To the City of Mississauga Clerk:

This is in regard to the stop signs that were placed on Ponytrail at the corner of Briarcrook in the City of Mississauga on October 9, 1975.

The above mentioned area is located in Fleetwood Village. The Fleetwood Village Home Owners' Association has requested stop signs on Ponytrail at other locations. They have always avoided asking for stop signs at the corner of Ponytrail and Briarcrook. The reason for this was a petition signed by the home owners in the area in question (copy FOLLOWING). It is for this reason that we ask that the City of Mississauga remove the above mentioned stop signs at the earliest possible date.

Sincerely yours

J. Reinbergs
J. Reinbergs
Home owner

cc D. Janach (traffic co-ordinator)
Trevor Ward (Traffic Dept. Director)
Law Office of A. Stabins

TO BE RECEIVED. REFERRED TO W. TAYLOR FOR REPORT. #960.

We the undersigned, are homeowners with houses on
 Ponytrail Drive. We are opposed to any stop sign or
 crosswalk at the corners of Ponytrail Drive and
 Briarcrook Crescent or Ponytrail Drive and Stonepath
 Crescent or the area therewith.

P-1a

NAME

ADDRESS

J. Reinberg	1891 Briarcrook Cres.
L. Patrick	3523 Long Trail Dr.
F. J. Janssen	3540 Ponytrail Dr.
W. J. Janssen	3561 " "
L. M. Crosser	1894 Stonepath Dr.
B. P. Oehl	3574 Ponytrail Dr.
J. Minor	3573 Ponytrail (Dr.)
D. T. Grite - other measures <u>must</u> be taken to control traffic	3533 Ponytrail Dr.
Mr. E. NEOPHYTON	→ 3539 Ponytrail Dr.
W. Hill	3511 Ponytrail
J. Janssen	3548 Ponytrail
B. Bradshaw	3527 Ponytrail
C. Putney	3514 Ponytrail Dr.

Terry Tulman

Mayor Salikow asked
to have a motion prepared
for the last October Council (Oct. 75)
meeting to install a 4 way Stop
sign at Elizabeth Street and
Parks Street

Helen Wolf

200 signatures

c.c. Mr. Hubert Wolfe - Councillor

October 3rd, 1975
28 Elizabeth St. N., Apt. 303,
Mississauga, Ont.

P-2

Mayor Dobkin and Council,
City of Mississauga,
One City Centre Dr.,
Mississauga, Ontario.

Gentlemen:

On September 4th, I wrote to Mr. D. T. Janach, Mississauga's traffic co-ordinator to try and do something about the number of accidents occurring at the corner of Elizabeth and Park Streets. Last week I received a reply from Mr. Janach, and an enclosing a copy each of my letter and his. His reply to my request for a four way stop at this intersection was that with only one accident in 1975, he does not feel this corner warrants four way stop signs. Obviously Mr. Janach's records are not correct because in the last two months alone there have been two accidents in which the west bound vehicle has been damaged to the extent that they had to be towed away. There have also been several other accidents at that corner, some of which involved bent fenders etc. so perhaps these were not recorded. There have also been countless near misses where some one went through the east west stop sign and the south bound vehicle has avoided them.

As I mentioned in my letter to Mr. Janach, most vehicles that are hit at this intersection are hit hard enough that they veer out of control and land up on the sidewalk or the grass on one of the corners. My main concern is my own child and the children of my neighbours as well as any adult who might some day have the misfortune of walking along the sidewalk near this corner when such an accident occurs.

I am sure you are aware of the volume of traffic our streets carry because of the GO station here. Elizabeth, Helene, Park and High streets carry the most traffic. The commuters run for their cars in the afternoon rush hour when the train pulls in and hurry to get out of the parking lot and surrounding streets before the rest of the 'mob' gets going. Sometimes our street looks like Mosport and it is worth your life to get across the road. The Mississauga Transit buses are certainly not left behind either as they must have tight schedules this past year and also travel through our street as a fairly good clip. The situation near the GO station is certainly not going to improve as we will have an even larger volume of traffic in time especially with the plan for the Lakeshore development in the west end of Fort Credit.

Mr. Janach pointed out in his letter that the accidents at our corner do not warrant a four way stop. Does someone have to be killed before he decides that maybe he is wrong? I have had occasion to travel in the Cumberland Drive, Hiawatha Pkwy street residential area below the Lakeshore and was surprised to find there are four way stop signs at many of the corners. Since there is nothing except local residents using that area, I wonder how many accidents there were at each of those corners to warrant the four way stops. I would hope that the fact that this particular area is considerably more

cont'd.....

affluent than our area is with mostly apartment dwellers, would have nothing to do with the abundance of 'necessary' four way stop corners.

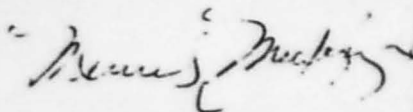
P-2a

I would very much appreciate this matter being looked into once again before a fatal accident does occur, with a view to not only changing the intersection of Elizabeth and Park Streets, but Helene and Park, Helene and High, and Elizabeth and High Streets also. If Mississauga's records do not show the high incidence of accidents at all these corners, I am sure the Peel Regional Police records do.

I have taken the time to visit my neighbours in my own apartment building and the building on the opposite corner of Elizabeth and Park Streets and obtain their signatures on the petition I am enclosing herewith. I was a little surprised to find that everyone felt the same as I, and thanked me for doing something about it before one of us is injured or killed. I have heard from many of them about incidents that have occurred at our corner that I was not aware of, particularly from some of the more elderly who had to run for the curb to avoid one of our many speeders who try to make it to 60 mph on the stretch between the GO station parking lot and the Lakeshore, where they do not have to stop or slow down once.

Thank you for your consideration of this matter and I would certainly appreciate a survey being done of the volume of traffic and the accidents in this area with a view to making it a safer place to live in spite of the GO station on our doorsteps.

Yours truly,



Mariel MacKenzie (Mrs)

/s/

c.c. Mr. Hubert Wolfe

TO BE RECEIVED.
RESOLUTION AVAILABLE
SOME 275 SIGNATURES ON
PETITION.

P-3

9 October 1975

RECEIVED	
REGISTRY NO.	9371
DATE	OCT 14 1975
FILE NO.	44-75
CLERK'S DEPARTMENT	

Mr. Terence L. Julian,
City Clerk,
City of Mississauga,
1 City Center Drive,
Mississauga, Ontario.

Dear Mr. Julian:

A petition was drawn up by a committee representing Queenston Drive in Mississauga, to investigate the residents' feelings of the traffic and road conditions of Queenston Drive.

The road in question is a narrow, curving road having a public school and two-way bus and automobile traffic. During the interviews, there were other complaints voiced such as insufficient lighting, less than adequate sewers and lack of response by the local representative to homeowners' complaints.

However, on the question of road and traffic conditions, the attached list of 132 homeowners' signatures represent a 98% reaction that these taxpayers want improved conditions. The objections and recommendations are listed below.

OBJECTIONS

1. Condition of Road

- a) The road is too narrow to handle safely, two-way vehicular as well as two-way, half-hourly bus service. In fact, the road is 25 feet wide from culvert to culvert, with approximately 21 feet of useable road because of driveway entrances and shoulders.

The narrowness does not allow a normal flow of traffic and this is further aggravated when cars are parked on the street.

- b) The annual tar and stone procedure to resurface the road is dangerous and messy. It is dange-

✓ TO BE RECEIVED.
REFERRED TO W. TAYLOR
FOR REPORT. #959
APPROX. 100 SIGNATURES

Continued.

P-3a

Mr. T.L. Julian, City Clerk

.2

rous because the loose stones do not permit buses and vehicles to stop and manoeuver properly and it is messy because the loose tar covered stones end up in driveways, lawns and chip car surfaces.

- c) The shoulders of the road are not maintained and contain pot holes and loose stones and with the narrowness of the road, could cause a serious accident if one happened to have a wheel on this unsure ground.

2. Traffic

- a) The 25 MPH speed limit on Queenston Drive is not being enforced. Cars are constantly driving at approximately 30 - 40 MPH, with a few known motorcycles and cars attaining speeds of 50 MPH and more. This is a dangerous situation because of the narrowness of the road, as discussed above and also the fact that situated on the street is a public school which is currently being enlarged.
- b) The adjacent street, namely Credit Woodlands is wider, paved and has no school on the section running parallel to Queenston Drive.

In its wisdom, the City of Mississauga decided to instal two, three-way stop signs on Credit Woodlands on the section parallel to Queenston Drive. The result has been an increase of traffic on Queenston Drive, from drivers trying to avoid the stop signs.

RECOMMENDATIONS

- a) If it is the intention of having Queenston Drive the permanent bus route, the road should be widened and paved. No where does a 21 foot wide road constitute an artery large enough to handle bus and automobile traffic.
- b) Even if the buses are not permanent, the taxpayers of the area deserve a paved road with curbs. Taxes during the past few years have escalated 20 - 30% with no evidence in this

Continued.

Mr. T.L. Julian, City Clerk

P-36
3

area of improvements.

- c) The speed limit should be strictly enforced as the signs on the road seem to have no apparent meaning.
- d) Stop signs, or even one way streets, should be investigated to control traffic. The parents of the area insist on safety conditions being upgraded.

CONCLUSION

In conclusion, we ask your consideration to the above proposals, as we feel this is not a minor issue. The residents of the street have witnessed a progressive deterioration of conditions with no apparent effort towards improvement.

As mentioned above, numerous appeals for changes made by the taxpayers of Queenston Drive to the Councillor of Ward 6, have been ignored.

As a concerned group that is no longer willing to be complacent, that is willing to exercise whatever rights are necessary to achieve their goals, we would like to be kept informed of all actions regarding this communication.

Yours truly,

(Mrs.) H.J. Armvert,
Representative Queenston Dr.
Residents,
3627 Queenston Drive,
Mississauga, Ontario.
L5C2G9

cc: Mayor M.L. Dobkin
Mr. D. Culham

Encl.

PETITION FOR
THE
RE-GRADING, POURING OF CURBS,
AND
RE-PAVING OF WILLIAM ST.
FROM
ONTARIO ST. TO HENRY ST.

RECEIVED
REGISTRY NO. 4473
DATE OCT 16 1975
FILE NO. 49-75
CLERK'S DEPARTMENT

P-4

WE THE UNDERSIGNED, RESIDENTS OF WILLIAM ST. IN THE TOWN OF STREETSVILLE WITHIN THE CITY OF MISSISSAUGA HEREBY PETITION FOR THE RE-GRADING, POURING OF CURBS, AND THE REPAVING OF WILLIAM ST. FROM ONTARIO ST. TO HENRY ST.

APPROXIMATELY 2 YEARS AGO, THE PORTION OF WILLIAM ST. FROM CAROLINE ST. TO ONTARIO ST. WAS RE-PAVED AND CURBED, AND AT THAT TIME WE THOUGHT THAT OUR SECTION MIGHT BE DONE, BUT UNFORTUNATELY IT WASN'T.

WE STRONGLY FEEL THAT IT IS TIME IT WAS DONE, FOR OUR PROPERTY TAXES HAVE GONE UP AS MUCH AS ANYONE ELSE'S AND YET WE STILL HAVE TO PUT UP WITH STICKY TAR IN THE SPRING, CHOKING DUST IN THE SUMMER AND FALL AND POOR SNOW REMOVAL IN THE WINTER.

WE HAVE WORKED HARD INDIVIDUALLY TO IMPROVE THE APPEARANCE OF OUR STREET, WHAT WITH RE-DECORATING, RE-BUILDING AND RE-LANDSCAPING AND WE FEEL THAT NOW IT'S THE TOWN'S TURN, EVEN OBLIGATION, TO DO ITS PART.

DIURVAL de Melo
57 William St. SIGNED.

Officer - 70 William St. J. Somford 72 William
D. Remond 65 William St. P. Shabazz 66 William
D. Remond 71 William St.

Yvonne Thomas 63 William Mrs. Thabel & Mrs. 51 William
Roderick Jones 55 William St. Glenn Jones 47 William
G. Langdon 49 William BILL MARLOW 47 William
A. G. Ward - 48 William DAVENPORT 47 William
Jean Watt - 48 William St. Mrs. Lee 50 William St.
Ron Norman - 64 William St.
E.B. Devries - 54 William St.

REFERRED TO W. TAYLOR
FOR REPORT. #965

103 Glenview Drive.

Mississauga, Thurs. Oct 23/75

RECEIVED

REGISTRY NO. 9766

DATE OCT 24 1975

FILE NO. 02-54-74

CLERK'S DEPARTMENT

The Mayor and Council.

Dear Sirs:

We wish to express our concern regarding the continued failure to endorse the Paschel Town House and R. residential homes proposal in the Cestview Area.

As residents of Glenview Drive in close proximity to the site, we are greatly affected by any decision pertaining to the development of this area.

Consideration of the entire area studied in site planning Highway 10 south of the C.E.W., leads us to believe that the above proposal will make best use of the land in the Cestview region.

In conclusion, may we register our endorsement of the proposal and urge you to do likewise.

Yours very truly

Dwight and Eileen Barton
103 Glenview Drive

EXTRA CORRESPONDENCE.
TO BE RECEIVED.

Switzer & Associates

Barristers and Solicitors

Telephone 270-3001
Area Code 416

October 8th, 1975.

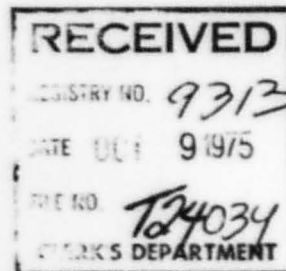
Suite 303
77 City Centre Drive
Mississauga, Ontario
L5B 1M5

I-1

His Worship Mayor Dobkin, M.D.,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Your Worship:

RE: URBAN EQUITIES LIMITED
RE: SHERWOOD FORREST WEST
RE: ACREAGE CHARGE ROADS EXTERIOR
TO THE SUBDIVISION AND WATERCOURSE
IMPROVEMENTS



Please be advised that I am solicitor for Urban Equities Limited.

This company is developing at the present time, approximately fifty acres on the east side of Hammond Road in the City of Mississauga.

The subject lands were initially submitted as a proposed plan to the City on the 15th of February, 1973. This submission resulted in numerous negotiations with the Planning and Engineering staff of the City of Mississauga as well as numerous negotiations with the Parks and Recreation Department and the Peel Board of Education. Twelve drafts were done of the plan before the plan was finally approved by all parties including the Rate Payers' Association.

This resulted in the plan being brought forward by the Planning and Developing Committee for the City of Mississauga which resulted in a consolidated report on the 2nd of December, 1974.

As I understand the situation, the consolidated report, although not a binding contract on the Developer, sets out between the Developer and the Municipality the ground rules under which the Developer must be prepared to operate and in this regard it specifically states that the Developer ensure itself that it can afford the levies and Engineering requirements in existence at that time.

The levies that were imposed at that time and obtained from the Clerk's Department for the City of Mississauga, between the Region and the City were determined to be on the basis of \$1,760.00 per lot.

...2...

My client is opposed to the principal of retroactive legislation. It would appear to my client that the relationship and good faith which must be built up between the Developer and the Municipality would break down if the Developer could not rely on the terms of the consolidated report just as the City relies on the promises and bargains of the Developer during negotiations with staff, which are found in the general form of the financial agreement and engineering agreement of the City and Region.

Nowhere in the consolidated report does it talk about any financial contribution for watercourse improvements.

The imposition of such a charge at this time is in effect a retro-active act which appears to my client to negate the whole purpose and reliance on the consolidated report as a document or bargain struck between the parties and which outlines in great detail the financial and engineering requirements for the registration of a plan of subdivision. It would appear to the writer that as a matter of policy, if this particular levy is proper, then it should only apply to plans to be registered whose consolidated report

(a) was either brought to council after August 11th, 1975,
or

(b) contained this contribution as a condition therein.

In any event, credit should be obtained for re-routing the storm sewer outlets in order to retain the natural state of the watercourse in Sherwood Forrest South at an additional cost to Urban Equities Limited of \$27,000.00.

Additionally, it should get credit for the external costs of watercourse improvements, vis a vis, the Regional Municipality of Peel, in the amount of \$43,000.00. Furthermore, it is my client's understanding that no further watercourse improvements will ever be required between this property to Lake Ontario because of the watercourse improvements being made by the writer's client and other improvements made in the past north of Dundas Street. To repeat, because of these works, present and past, no further watercourse improvements will be required from Sherwood Forrest down to Lake Ontario.

Furthermore, it appears to the writer, as a matter of policy, that Council, by implementing this type of acreage charge, would, in effect be:

(a) penalizing the single family developer, and

(b) certainly penalizing the Developers such as Urban Equities Limited who in its Phase I of approximately 51 acres show approximately three lots to the acre. Historically, I think we must agree that Municipalities having struggled with an acreage charge in the past have all concluded that the only equitable method of imposing a charge is on a per unit basis, save and except for industrial and commercial development which should then be done on a per square foot basis.

...3...

The single family developer and homeowner is also being penalized because the more quality found in the development, i.e. larger lots, apparently produces a better quality home and this results in a much higher assessment which results in the collection of higher municipal taxes for the Municipality, which in Sherwood Forrest's case would make Sherwood Forrest more self-sustaining with regard to normal services, such as garbage collection, etc. than other communities. Why should the Developer be penalized for assisting the Municipality in having a more self-sustaining community?

In any event, as a matter of policy, we understand that there has been some suggestion that this levy be paid at the time of registration. Historically, it has been determined that Developers cannot afford to prepay levies. Sufficient is the burden of paying engineering fees, planning board fees and servicing property at \$125.00 per lineal foot or more, plus paying hydro for underground services of \$1,000.00 per unit or more. This conclusion, historically, has been reinforced by solicitors for the Municipalities recognizing that the financial agreement is registered against the individual lot or lots and such agreement cannot be released from the title prior to payment of the said levy. Consequently, I would recommend that any suggestion of paying any levies at the time of registering a plan of subdivision be thoroughly reviewed and dismissed as inequitable.

The consolidated report of Sherwood Forrest West, dated the 4th of December, 1974, contains the following relating to Dundas Street West improvement:-

"The City engineer advises that this and similar future land developments in the area will necessitate the upgrading of Dundas Street. The degree of participation towards this work required of the Developer shall have been determined by the City prior to registration of the plan."

It would appear to the writer, therefore, that the bargain struck between the City and Urban Equities Limited was specifically related to future needs of Dundas Street and Dundas Street only.

On numerous occasions, I have written to the City requesting their advice as to the monies required for Dundas Street in front of the subject lands. To date, I have received no reply, although the following information has come to my attention:-

1. Dundas Street, west of Mississauga Road, is still owned by the Department of Highways and it is not under the control of the City of Mississauga and that the said road is controlled by the Hamilton Division.
2. That there is no intention within the next ten years of widening or improving Dundas Street west of Mississauga Road and, therefore, there would be no "future improvements" within the near future of Dundas Street west of Mississauga Road to Hammond Road.

3. If it is the City's understanding that notwithstanding the consolidated report and notwithstanding the specific reference to Dundas Street only, that this charge should apply to Urban Equities' land. I would, therefore, conclude that a credit should go in the Engineering or Financial Agreement for road improvements with regard to Hammond Road a road exterior to the subdivision, which sum would be equal to \$34,473.71 and for improvements to Dundas Street when we have initiated at a cost of \$13,000.00.

Finally, as a matter of principal, it is not within the spirit of any Council for any Municipality to have a charge that is not fixed, otherwise no one would ever know their financial obligations in any Municipality. I would, therefore, recommend that with regard to any consolidated reports that are brought on stream hereinafter, that between now and the time a final charge is approved for these needs and purposes, that the charge be fixed to wit: \$2,000.00 per acre or whatever. It is repugnant to any solicitor to allow its client to sign an agreement which in effect states that the amount shall be \$2,000.00 per acre or any other amount found to be owing sometime in the future. I raise this matter on behalf of my client as a good corporate citizen, for the benefit of the Municipality.

We would appreciate an opportunity of discussing these matters before Council or Committee thereof.

To summarize, with regards to the charge for watercourse improvements, I feel that Urban Equities Limited should not have to make any contribution because:-

- (a) it is not mentioned in the consolidated report and therefore not part of its bargain or obligations,
- (b) it should get credit for the fact that no works are to be done for any improvement whatsoever, i.e. all the work has been done.
- (c) in any event, it should get credit for improvements being done by Urban Equities Limited at the present time, which I understand, the Engineering Department deems to be all and final works.

Further, to summarize with respect to exterior road improvements, I suggest that any charge for exterior roads should be limited to future improvement of Dundas Street as determined by the Department of Highways in conjunction with the City of Mississauga which we have no information of. If this charge is being imposed, in any event, that a credit should be made for external improvements to Hammond Road.

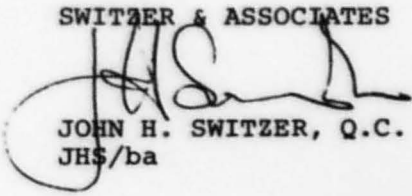
Finally, I suggest that:-

- (a) generally the charges should be on a per unit basis and should not be retroactive legislation, no levies should be paid at the time of registration of the plan of subdivision,

(b) Councils' policy with regard to levies should be clear and fix levies from time to time, and not be vague and subject to adjustments, in order that stability and clear understanding and knowledge of ground rules can be clear and distinguishable between the City and the Region and the Developer.

Yours very truly,

SWITZER & ASSOCIATES


JOHN H. SWITZER, Q.C.
JHS/ba



D. C. Perry
63 Maplewood Road
Mississauga, Ontario

Send to Council

I-2

October 16, 1975

The Mayor and Council
1 City Centre Drive
Mississauga, Ontario
LSB 1M2

Re: Charles Puschel Development
Crestview Area, Mississauga



Dear Mr. Mayor:

I am resident at 63 Maplewood Road, two blocks from the proposed development area.

Over the past year I have attended Credit Reserve Association meetings wherein extensive discussion was held regarding the whole Highway 10 South future development picture.

Out of these discussions, and with the co-operation of the Town of Mississauga, a Planning Policy was adopted by the last Council and later ratified by your new Council.

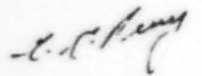
This Planning Policy reassured the 2,000 area residents that had concerned themselves through the Credit Reserve Association with the orderly development of that area between the Queen Elizabeth Highway and the railway tracks.

This Planning Policy designated the subject Puschel/Crestview area for land use as a townhouse development with units at a density of not more than ten per acre.

I found this to be a satisfactory type development at the time of its adoption by Council and continue to feel that such a development would not only stabilize our area, but indeed add to it.

I therefore wish to urge you to accept the Puschel development as presented and not to consider breaking your official Planning Policy. To break the Policy in this location would cause consternation throughout our area inasmuch as the Policy as stated is the residents' assurance that we know how our area will be developed over future years.

Yours very truly,

A handwritten signature in dark ink, appearing to read "F. C. Perry", is written above the printed name.

F. C. Perry



Send to Council

I-2a

100 Maplewood Road,
Mississauga, Ont. L4G 2W6
October 18, 1975.



Martin L. Dobkin, M.D., Mayor,
The Council,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ont. L5B 1A2

Dear Sirs:

Upon attending a small, local meeting at the Queen Elizabeth School this week, we were made aware that the proposed townhouse development for the Crestview - South Service Way area had been turned down.

We were under the impression that the plan put forward and recommended by the Credit Reserve Association had been approved and adopted as the official one for that area - that is townhouses with a density of 10 to the acre, with access to the South Service Road.

We were aware that there was some opposition to this plan by a group, but we did not feel they spoke for us and felt no need for representation other than the Credit Reserve Association. It appears we were wrong and that a site plan has been turned down. We would strongly urge that this plan be reconsidered as it conforms with the plan we understood had become the official one.

Yours truly,

Richard J. Whitehead
13
(Mr. & Mrs. J. Bruce Whitenead)

Read to Council

October 20 1975

The Mayor and Council
1 City Centre Drive
Mississauga, Ontario

I-26

Re: Charles Puschel Development
Crestview Area Mississauga

Dear Mr Mayor

We are residents at 90 Maplewood Road, one block from the proposed development area.

We understood that the proposed Puschel Development with Units at a density of not more than ten per acre was Planning Policy adopted by the last Council and later ratified by your new Council.

Surely official Planning Policy will not be broken by your Council.

yours truly

M. Vair

RECEIVED
REGISTRY NO. 9708
DATE OCT 22 1975
FILE NO.
CLERK'S DEPARTMENT

RECEIVED
OCT 21 1975

MAYOR'S OFFICE RECEIVED

REGISTRY NO. 9704

DATE OCT 22 1975

FILE NO.

CLERK'S DEPARTMENT

Send to Council
I-2c
140 Briarhill Drive,
Mississauga, Ontario,
L5G 2N2

October 20, 1975.

Mayor Dobkin and Councilors,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5G 1M2

Dear friends,

Re: Proposed Townhouse Development
South Service Road, west of Crestview Avenue

As long time residents of the immediate area, we are interested in having the above mentioned land developed in an orderly and attractive fashion to complement the existing development. It was with this purpose in mind that we joined and support the Credit Reserve Association.

We understand that at the October 1st, 1975 meeting of the Planning Committee, the committee recommended that the application for townhouses of the Puschel Construction Company be denied. Upon examining the plans for townhouses as presented in the Puschel Construction Company application, we have found them to be a suitable and realistic development of this area and we would recommend to all concerned that the Puschel Construction Company's application for townhouses be approved.

Although we appreciate the concerns of some of the residents of Glenview Avenue as represented by Mr. J. Lewis at the October 1st, 1975 Planning Meeting, we do not believe they are realistic or that they represent the feelings of the majority of the residents of this area, who are also interested in the best possible development for the land in question.

Sincerely,

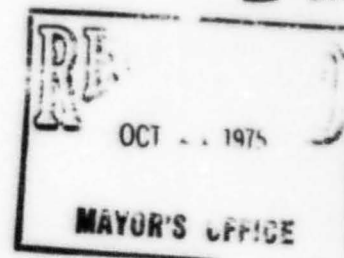
Margaret Pearce
N. W. Pearce

Margaret Pearce
Norman Pearce

MP



October 20, 1975



Dr. K. L. Dobkin, Mayor
City of Mississauga
Mississauga, Ont. L5B 1M2

Dear Dr. Dobkin,

There has been considerable controversy over the proposed Townhouse Development on the South Service Rd. west of Crestview Avenue which is planned for development by Charles Puschel Construction Ltd.

We have been members of the Credit Reserve Association since its inception and have attended meetings where extensive discussions were held on the whole highway south plan. After these discussions, and with the co-operation of the Township of Mississauga, a planning policy was adopted by the last council and later ratified by your new council. The Puschel Construction Townhouse Development falls within the criteria of this planning policy. We would, therefore, urge you to accept the Puschel Development as presented and not to consider breaking your official planning policy.

My husband and I have lived here for eighteen years and have been very concerned as to how this area will be developed. As we will be unable to attend the October 22nd meeting where this matter will be heard, will you please accept this letter to voice our approval of the Puschel Plan as we feel the townhouses are a reasonable way to consolidate this area.

Yours truly,

Dorothy M. Parker

120 Maplewood Road
Mississauga, Ont.
L5C 2N6

RECEIVED

Sent to Council
149 Briarhill Drive,
Mississauga, Ontario.
L5 2N3

RECEIVED
MAYOR'S OFFICE
OCT 10 1975
CLERK'S DEPARTMENT

October 8, 1975

I-20

The Mayor and Councilors,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5G 1H2

Dear Sirs:

I was present at the meeting of the Planning Committee on Wednesday, October 1, 1975. In consideration of the application of Pushcell Construction Company for the townhouse development in the South Service Road and Crestview area, I came away puzzled by the Committee's recommendation to deny this application. I wonder if I may have it clarified.

Our home is directly affected by development of this parcel of land as our property abuts directly on the southern border of this land. We have been residents here for twenty-two years and have seen the area developed in an acceptable manner, indeed, have been vigilant to see that it should happen this way.

We are members and supporters of the Credit Reserve Association and agree with them that the proposed development complies with the standard of the Highway 10 South Study.

We felt that it was not necessary to personally state our views in this matter because the CRA had said it all. Now we realize that this was imprudent for we fear that the members of the Planning Committee are under the impression that the opinions of the Glenview Road residents, as presented by Mr. J. Lewis, reflected the feelings of the majority of residents in the area. This, certainly, is not the case. It is true, we realize, that the reduction from R1 zoning to RM5 is not perfect but believe it is a realistic plan and consider the site plan to be acceptable.

With no desire to create a split in the neighbourhood, but anxious to make our position clear, we trust it is not too late to make these opinions bear some weight on the final decision in the matter.

We would appreciate a reply to this communication.

Yours truly,

TO BE RECEIVED. ITEM #6,
PLANNING COMMITTEE REPORT
OCT. 1/75. G.C. OCT. 22/75

W. R. Burns

/mh

Mr. & Mrs. W. R. Burns

FRED W. HOTSON

146 MAPLEWOOD ROAD, MISSISSAUGA, ONTARIO L5G 2M6

The Mayor and Councillors,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Dear Sirs/Mesdames:



It is our understanding that the question of re-zoning a parcel of land on the South Service Road near Crestview Avenue will be raised at a meeting of Council in the near future and, as we live in the immediate area, we would like to express our views with regard to this matter.

We are members and supporters of the Credit Reserve Association and are in complete agreement with their views on the re-zoning of this property - namely that the proposed townhouse site plan be approved and the zoning changed from R1 to allow this.

Perhaps we should have been more vocal in this matter at the meeting of the Planning Committee on October 1st, but felt that the CRA would do this for us. We want to make it clear that the objections expressed by Mr. J. Lewis at that meeting were not those of all the homeowners in the area and, while we do not want to be a party to any rift in the neighbourhood, we honestly feel that the proposed townhouse development is a reasonable compromise in this instance.

Yours sincerely,

Fred W. & Margaret Hotson
Mr. & Mrs. Fred W. Hotson

/mh

TO BE RECEIVED.
ITEM #6, PLANNING COMMITTEE
REPORT OCT. 1/75. GENERAL
COMMITTEE REPORT OCT. 22/75
FILE OZ-54-74

I-2g

CREDIT RESERVE ASSOCIATION
MISSISSAUGA, ONTARIO

October 16, 1975

The Mayor and Council,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Gentlemen:

Re: Crestview Town House Development

The Credit Reserve Association is the incorporated ratepayers' organization, representing 1,500 families within the boundaries of Cooksville Creek east, C.N. tracks south, Credit River west, and Queen Elizabeth Way north.

At previous meetings of the Planning Committee held May 21st, July 16th and October 1st, the Association has stated its original position on the proposed Crestview Town Houses. Simply stated, it is that the proposed plan complies with all the criteria laid down and approved by area ratepayer meetings in April/May 1973, i.e.:

- 1) town houses with maximum density 10 units to the acre;
- 2) superior quality construction;
- 3) landscaped and exterior appearance with some imagination.

The Association would again like to impress upon members of Council that of all the alternatives for development which have been considered over a lengthy period, this plan makes optimum use of the land in the light of 1975 conditions.

We acknowledge the concerns raised by certain residents of the Glenview/Crestview area, whose opinions have been presented several times to the Planning Committee. These residents are all bona fide members of the Credit Reserve Association. It is our understanding that the opposition to the proposed town houses has dwindled to a relatively small representation of area residents. Members of Council will already have heard from residents in the proximity of this area, who are outspoken in their support of the original plan for town houses. Many of these residents have owned and occupied properties for many years and believe the plan is unquestionably the best of all alternatives.

In summary, our Association supports the original plan for town houses and maintains that we speak on behalf of an overwhelming majority of 1,500 families also in favour of the plan.

Yours very truly,

Eric B. Toller

Eric B. Toller,
President.

EBT/zk

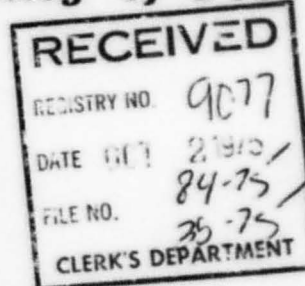
To be received. Item #6,
Planning Committee Report
Oct. 1/75. G.C. Oct. 22/75

The Regional Municipality of Peel

10/1
C/A
INFO
I-3

October 1, 1975.

Mr. T. L. Julian,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2



Dear Sir:

Subject: Sanitary Sewer Service Charges,
Our File AF-196-75

Please be advised of the following resolution which was adopted by Regional Council at its meeting held September 25, 1975:

"That the letter from the City of Mississauga requesting an additional representative on the Steering Committee to Review Sanitary Sewer Service Charges, be received;

And further, that the Resolution (75-319-68) establishing the said Committee adopted by Regional Council on August 14, 1975, be amended by adding the three Area Municipal Engineers as well as the Regional Commissioner of Public Works as full members of the Committee."

Would you kindly draw this change in the composition of the Steering Committee to the attention of your Engineer.

Richard L. Frost, M.A.,
Regional Clerk.

RLF/lr

cc: D. Peper, Commissioner of Finance
W. J. Anderson, Commissioner of Public Works

✓ INFORMATION. TO BE RECEIVED.
COPY SENT TO W. TAYLOR

Royal Commission



Ontario

Electric Power Planning

On July 17, 1975 Her Honour Pauline McGibbon, Lieutenant-Governor of the Province of Ontario, approved an Order-In-Council establishing an independent commission under the chairmanship of Dr. Arthur Porter to hold an inquiry pursuant to the provisions of the Public Inquiries Act into the long-range planning of Ontario's electrical power system.

The Commission has been instructed to examine the long-range electric power planning concepts of Ontario Hydro for the period 1983-1993 and beyond, to relate them to provincial planning, to the utilization of electrical energy and to environmental, energy and socio-economic factors; and to report on a priority basis on the need for certain Ontario Hydro projects presently under consideration.

To ensure that its reports will reflect the views of a representative cross-section of the people of Ontario, the Commission is anxious to meet at this early stage in a preliminary and informal fashion with as many persons, groups and organizations as possible.

Accordingly, the Commission has decided to hold a series of Preliminary Public Meetings around the province to inform the public of the Commission's activities, to encourage the public to participate in them and to invite comments and questions on the manner in which the Commission should conduct its inquiry. The Preliminary Public Meetings will be as informal as possible and will not involve the calling of evidence or cross-examination of witnesses. However, they will be followed in due course by appropriate public hearings during which there will be ample opportunity for concerned citizens to express their views on the many aspects of electric power planning which touch and concern every person in this province.

Preliminary and informal meetings will be held in the following areas. Locations and format of meetings in each area will be published in local papers. **London:** Tuesday, October 28th and Wednesday, October 29th. **Windsor:** Thursday, October 30th. **Sudbury:** Monday, November 3rd and November 4th. **Sault Ste. Marie:** Wednesday, November 5th. **Timmins:** Thursday, November 6th. **Toronto:** Wednesday, November 12th and Thursday, November 13th. **Ottawa:** Monday, November 17th and Tuesday, November 18th. **Cornwall:** Wednesday, November 19th. **Owen Sound:** Monday, November 24th and Tuesday, November 25th. **Wingham:** Wednesday, November 26th. **Hamilton:** Monday, December 1st and Tuesday, December 2nd. **Welland:** Wednesday, December 3rd. **Thunder Bay:** Monday, December 8th and Tuesday, December 9th. **Kenora:** Wednesday, December 10th. **Kingston:** Monday, December 15th and Tuesday, December 16th. **Peterborough:** Wednesday, December 17th.

The Commission invites interested persons, groups and organizations to attend these Preliminary Public Meetings:

1. to learn about the terms of reference, objectives and implications of the Commission;
2. to discuss with the Commission a list of the issues, either general or local, which the Commission ought to consider; and
3. to discuss with the Commission the manner in which its inquiry ought to be carried out, the procedures, timing and location of the public hearings, the dissemination of information to the public and the use of this inquiry as a means of increasing the public's awareness of the relationship between electric power and the quality of life in Ontario.

Because of the nature and purpose of the Preliminary Public Meetings, lengthy written submissions would not be appropriate but all persons, groups and organizations, particularly those who for any reason may not be able to attend the aforesaid Preliminary Public Meetings, are invited to submit their views on the above-mentioned matters briefly in writing by letter or other written communication delivered or mailed to the Commission not later than four days prior to a Meeting. The Commission's address is: Royal Commission on Electric Power Planning, 7th Floor, 14 Carlton Street, Toronto, Ontario M5B 1K5 and its telephone number (call collect) is: 1-416-965-2111.

Dr. Arthur Porter, Chairman

Mr. Robert E. E. Costello, Member Mr. George A. McCague, Member
Mme. Solange Plourde-Gagnon, Member Dr. William W. Stevenson, Member

TO BE RECEIVED.



Toronto Area Transit Operating Authority

3625 DUFFERIN STREET, DOWNSVIEW, ONTARIO M3K 1Z2 (416) 630-2635

MEMBERS
A.T.C. McNAB
Chairman
P.V. GODFREY
Municipality of Metropolitan
Toronto
L.H. PARSONS
Regional Municipality of Peel
G.E. WRIGHT
Regional Municipality of York
Managing Director
W.T. HOWARD

I-5

6th October, 1975.

Mayor & Membrs of Council,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2.



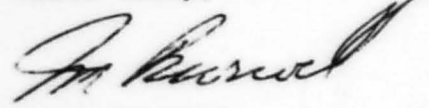
Dear Sirs,

The Members of the Authority, at their meeting on October 3rd, 1975, received an interim report on the Fare Structure and Ticketing Study. The report, a collection of data for the development of policy alternatives, was presented by the Consultants to seek instructions on the future direction of the Study.

As the results of this Study could have a profound and long-term effect on all public transit in the TATO area, the Authority is anxious to obtain all possible input before the Study is completed. Therefore, at the request of the Members, I am enclosing a copy of the interim report.

We would be pleased to hear your comments.

Yours truly,


J. M. Burwell,
Director,
Finance & Administration.



Enc.
:js

✓ TO BE RECEIVED.
REFERRED TO E. DOWLING

THE PEEL BOARD OF EDUCATION

I-6

TO: N. Ryan, Mississauga Library Board
 D. Skene-Melvin, Brampton Library Board
 D. Gordon, Brampton Recreation & Parks
 E. Halliday, Mississauga Recreation & Parks
 T. Julian, Clerk, City of Mississauga
 K. Richardson, Clerk, City of Brampton
 C. Patterson, Clerk, Town of Caledon
 C. Henderson, Chief Administrative Officer, Region of Peel
 R.G.B. Edmunds, Commissioner of Planning, Mississauga
 L. Laine, Director of Planning, Brampton
 J. Stevens, Planner, Town of Caledon
 P. Allen, Director of Planning, Region of Peel

REC
REGISTRY 1559
DATE
FILE NO 3-75
CLERK'S DESK

RE: PROPOSED 1976 BUILDING PROGRAMME
TENTATIVE 1977 BUILDING PROGRAMME

The Board has approved a 1976 and tentative 1977 Building Programme.

1976 - Building Programme:

Mississauga	Secondary School Addition	180 (OME)	Glenforest S.S.
Mississauga	Junior School Addition	180 (OME)	Silver Creek Junior P.S.
	Porta-Pak & One Kindergarten		
Brampton	Vocational School	700 (OME)	NorthEast Brampton (OHAF)
Caledon	Secondary School	1085 (OME)	Bolton (Humberview)
Mississauga	Junior Public School	535 (OME)	Erin Mills South #3
Brampton	Junior Public School	535 (OME)	Residential 10, Brantalea (OHAF)
	Portables (30)	1050 (OME)	Secondary (OHAF)
Mississauga	Junior Public School	535 (OME)	West Cocksville
Caledon	Caledon Addition	180 (OME)	Caledon East Junior Addition
Mississauga Brampton	Renovations & Upgrading	---	Streetsville Secondary McHugh Public

NOTE: OME = Ontario Ministry of Education
 pupil loading.

....2

INFORMATION. TO BE RECEIVED.

I-6a

1977 - Building Programme:

Brampton	Junior Public School	535 (OME)	Residential 7, Bramalea (OHAP)
Brampton	Junior Public School	535 (OME)	Hilldale Public School (OHAP)
Mississauga	Junior Public School	535 (OME)	Rockwood, North North Dixie
Mississauga	Junior Public School	535 (OME)	Meadows
Brampton	Junior Public School	535 (OME)	Central Peel North (OHAP)
Mississauga	Secondary School	1000 (OME)	Valleys/Hickory
Brampton	Senior School Addition	200 (OME)	Greenbriar Senior
---	Residential Home		Trainable Mentally Retarded

If you wish to have any facilities considered in conjunction with the Board facilities please make your views known.

Your co-operation in this matter is invited.



John Greeniaus
Planning Officer - Property

JG/jr
Attach.

October 15, 1975.



Ontario Municipal Board

A 75897
A 75898
A 75899
A 75900
A 75901
A 75902
A 75903
A 75904
A 75905

DE 40
40
I-7

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF nine appeals
by Hamptonbrook Developments
Limited, Richview Construction
Limited and Nedo Custom Builders
Limited from the conditions
imposed in nine decisions of the
Regional Municipality of Peel
Land Division Committee

C O U N S E L :

S. F. Bogucki - for Hamptonbrook Developments
Limited
Richview Construction
Limited and
Nedo Custom Builders
Limited

P. Piroth - for the City of Mississauga

DECISION OF THE BOARD delivered by P. M. BROOKS

The Land Division Committee of the Regional Municipality of Peel granted the nine severance consent applications involved in these appeals subject to a set of four conditions, imposed in each of the nine cases. The appellant corporations appeal against the conditions imposed, but they are really appealing only against that condition, imposed in each of the nine cases, requiring "payment of cash in lieu of 5 per cent parks dedication".

The land involved consists of two areas on the east side of Bradco Boulevard on both sides of Aimco Boulevard in the City of Mississauga. The area in question is zoned and used for industrial purposes, and the appellants intend to use the land for industrial purposes. The way in which the nine parcels of land are to be divided among the appellants and the need, or the reason, for the severances are not in dispute and need not concern the Board.

TO BE RECEIVED COPY SENT

A 75897
A 75898
A 75899
A 75900
A 75901
A 75902
A 75903
A 75904
A 75905

1 7a

- 2 -

The only evidence bearing upon the justification, in general, for imposing the condition requiring payment of cash in lieu of 5 per cent for parks dedication in the case of severance consent applications for industrial land was that of T. M. Magi, a principal planner in the Development Control Section of the city's planning department. Mr. Magi said that there is no need for park space in industrial areas, but that an official plan review now being done or recently completed identified a need for 265 acres of park land in the city, and his evidence was that it is appropriate in these circumstances to exact the 5 per cent payment in lieu of parks dedication, even where the land involved is industrial.

The position of the appellants is:

1. that the imposition of the 5 per cent payment in respect to industrial land is unprecedented in Mississauga;
2. that the appellants were given no notice of the meeting of the general committee of the city on May 7, 1975, at which it was recommended that the Land Division Committee be requested to require a 5 per cent dedication of land or cash in lieu thereof in the case of severances in industrial areas; and
3. that the applications by the appellants, through the negligence of the staff of the Land Division Committee, were not processed as they should have been with the result that they were not dealt with by the committee until after the adoption of the new policy on 5 per cent cash contributions.

These arguments will be dealt with in sequence.

A 75897
A 75898
A 75899
A 75900
A 75901
A 75902
A 75903
A 75904
A 75905

E76

- 3 -

1. The 5 per cent impost may be unprecedented for an industrial area in Mississauga, but the reason for adopting this new policy has been explained, and there was no evidence to show that the new policy is unjustified.

2. Counsel for the appellants said that the failure to give notice of council's deliberations on the question of the 5 per cent impost amounted to a denial of natural justice. If the deliberations in question had resulted in, for example, a zoning by-law applying to the appellants' land, lack of notice amounting to a denial of natural justice might serve as grounds for granting judicial relief, but before the Board the only matter to be determined is whether the 5 per cent payment should be required. The appellants may have been deprived of a chance to persuade council not to suggest the requirement to the Land Division Committee, but they had the full opportunity to persuade the Board not to impose it.

3. Subsection 4 of Section 42 requires the hearing of any application to be held within 30 days after the receipt of the application by the Secretary-Treasurer of the Land Division Committee. This statutory limitation was complied with, and it seems that the appellants were simply unlucky to have their applications dealt with on May 8, 1975 rather than prior to the adoption of the policy on 5 per cent contributions.

The only evidence before the Board as to whether the condition in question is advisable was to the effect that it is. These appeals are therefore dismissed and the decisions of the

A 75897
A 75898
A 75899
A 75900
A 75901
A 75902
A 75903
A 75904
A 75905

I-7c

- 4 -

Land Division Committee are affirmed, including the conditions imposed therein.

DATED at Toronto this 8th day of October, 1975.

P. M. BROOKS
MEMBER

E. A. SEABORN
MEMBER



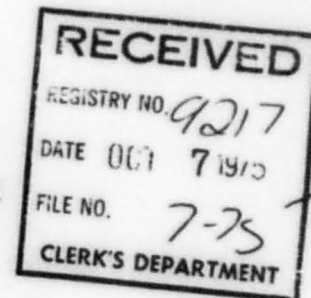
Ontario
Energy
Board

A
E.B.R.O. 341-1

I-8

IN THE MATTER OF The Ontario Energy
Board Act, R.S.O. 1970, Chapter 312

AND IN THE MATTER OF an application
by The Consumers' Gas Company for
Orders approving rates to be charged
for the sale of gas.



NOTICE OF APPLICATION AND HEARING

TAKE NOTICE that the attached application dated September 29, 1975 has been filed by The Consumers' Gas Company with the Ontario Energy Board and that the Board has appointed Tuesday, November 4, 1975 at 9 a.m. in the Board's Hearing Room, 8th floor, 14 Carlton Street, Toronto, Ontario for the hearing of the application.

The interim application contained in paragraph 2 of the application will be heard at the beginning of the hearing.

Any person who intends to oppose the application or otherwise intervene shall, within 14 days after the day of service of this Notice upon him, file in duplicate with the Board at 14 Carlton Street, Toronto, Ontario M5B 1K5, and serve upon the Applicant's solicitors, his Answer containing a clear and concise statement of his interest and his grounds for opposing or otherwise intervening, and being endorsed with his name and address and, if documents are to be served on his solicitor, his solicitor's name and address. Filing or service shall be personal or by registered mail.

If any person notified does not attend at the hearing, the Board may proceed in his absence and he will not be entitled to any further notice in the proceedings.

INFORMATION -
TO BE RECEIVED.

I-8a

The Board has directed the Applicant to file with the Board and deposit at the Applicant's principal offices in Toronto, Ottawa, St. Catharines, Whitby and Barrie not later than October 14, 1975 copies of the Applicant's written evidence in support of the permanent application, for examination by interested persons. Copies are also to be served on intervenors as they become known. Copies of the evidence in support of the interim application are to be filed with the Board by October 20, 1975 and served on intervenors as they become known.

DATED at Toronto this 1st day of October, 1975.

ONTARIO ENERGY BOARD

Ivy C. Fidler

Ivy C. Fidler
Board Secretary

ONTARIO ENERGY BOARD

IN THE MATTER OF The Ontario Energy Board Act, R.S.O. 1970, Chapter 312

AND IN THE MATTER OF an application by THE CONSUMERS' GAS COMPANY for Orders approving rates to be charged for the sale of gas

A P P L I C A T I O N

1. The Consumers' Gas Company ("Consumers'") hereby applies to the Ontario Energy Board under Section 19 of The Ontario Energy Board Act, R.S.O. 1970, Chapter 312 for an order or orders approving or fixing just and reasonable rates and other charges for its sale of gas. Consumers' proposes that this application proceed in two phases and that in the first phase the Board determine Consumers' rate base, the return on such rate base and the reasonable return currently allowable to Consumers'. In phase I Consumers' will request that deferred taxes be recognized as a cost of service to be recovered in rates. In the second phase Consumers' will request the Board to approve or fix rates designed to produce the reasonable return found allowable by the Board.

2. Substantially all of the natural gas requirements of Consumers' are purchased from TransCanada Pipelines Limited ("TransCanada"). TransCanada has applied to the National Energy Board for the approval of new rates which will result in an increase in Consumers' cost of gas by approximately 43¢ per Mcf or possibly by as much as 93¢ per Mcf effective

I-8c

November 1, 1975. In addition Consumers' has experienced increases in the cost of providing gas service in its franchised area. Since the determination by the Board on July 9, 1974 that 9.35% was a fair and reasonable rate of return the cost of capital to Consumers' has increased to the point where such return is inadequate to maintain Consumers' financial integrity. Accordingly, Consumers' hereby applies for an interim order or interim orders to be made under Sections 15(8) and 19 of the Act pending the final disposition of the application contained in paragraph 1, allowing it to recover all such increases in costs, and deferred taxes, and to enable it to earn a reasonable rate of return in its 1976 fiscal year which commences on October 1, 1975 and thereby maintain the financial integrity of the utility operation, such order or orders to be subject to such terms and conditions as may be imposed by the Board.

3. The persons affected by these applications are the customers and other persons resident in the municipalities in which the Company distributes natural gas. Because of the number of such persons it is impractical to set out their names and addresses. The classes of persons so affected are the residential, commercial, industrial and other customers of Consumers'. The nature of and effect of these applications on each such class of persons is described in paragraphs 1 and 2 hereof.

DATED at Toronto this 29th day of September, 1975.

THE CONSUMERS' GAS COMPANY
by its Solicitors
AIRD, ZIMMERMAN & BERLIS
145 King Street West, 15th Floor
Toronto, Ontario



A 75616
A 75617

I-9

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF two appeals by
Norman Bell Keevil, Sr. from one
of the conditions imposed in two
decisions of the Regional Municipality of Peel Land Division
Committee

RECEIVED	
REGISTRY NO.	9497
DATE	11 16 1975
FILE NO.	66-75
CLERK'S DEPARTMENT	

APPOINTMENT FOR HEARING

Norman Bell Keevil, Sr. having appealed from one of the conditions imposed in two decisions of the Regional Municipality of Peel Land Division Committee dated the 10th day of April, 1975, whereby the Committee granted his two applications numbered B-63/75M and B-64/75M for consent to the conveyance, mortgage or charge or to an agreement for the sale and purchase of two parcels of land, each having an area of approximately 20,000 square feet, the lands in question being composed of parts of Lots 5 to 11 and 58 according to Registered Plans No. B-88 and A-23 for the first parcel and parts of Lots 12, 15 and 16, according to Registered Plan B-88 for the second parcel, in the City of Mississauga, upon the conditions set out in the said decision;

- (1) Subject to the Regulations of the Environmental Protection Act (Part 7).
- (2) City of Mississauga Planning Department to be satisfied as to the development, prior to issue of Certificate of Consent, Re Engineer's report regarding soil stability and building set back from lake.
- (3) Require Engineering Department site plan approval prior to building permit.
- (4) Lorne Park Association water service to be made available to new lots.
- (5) Subject to payments of Municipal and Region of Peel lot levies as applicable at the date of issue of the Final Certificate of Consent.
- (6) Payment of amount approved by City of Mississauga Council for 5% cash in lieu of land for park purposes. (Sec. 33, R.S.O. 1970 (8) Planning Act).
- (7) Subject to the Regulations of the Credit Valley Conservation Authority.
- (8) The City of Mississauga does not assume any liability in any manner or cause of lake front erosion.

THE ONTARIO MUNICIPAL BOARD hereby appoints Tuesday, the 30th day of December, 1975 at the hour of ten o'clock (local time) in the forenoon at the Board's Chambers, 123 Edward Street in the City of Toronto for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

A 75616
A 75617

E-9a

- 2 -

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto this 15th day of October, 1975.

SECRETARY

TO BE RECEIVED.
COPY SENT TO B. CLARK



M 74333

I-10

Ontario Municipal Board

IN THE MATTER OF Section 88(5)
of The Regional Municipality
of Halton Act

- and -

IN THE MATTER OF an appeal by
The Corporation of the Town of
Milton from the Report of
the Arbitrators with respect
to the final disposition of
Assets, Liabilities, Reserve
Funds and Financial Adjustments
of the Town of Oakville

B E T W E E N :

The Corporation of the Town
of Milton

Appellant

- and -

The Corporation of the City
of Mississauga
The Corporation of the Town
of Oakville and
The Corporation of the Town
of Halton Hills

Respondents

APPOINTMENT FOR HEARING

THE ONTARIO MUNICIPAL BOARD hereby appoints Monday, the 5th
day of January, 1976, at the hour of ten o'clock (local time)
in the forenoon, at the Town Hall, 251 Main Street, in the
Town of Milton for the hearing of this appeal.

If you do not attend and are not represented at this hearing,
the Board may proceed in your absence and you will not be
entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in
the hearing may request a copy of the decision from the

TO BE RECEIVED. COPY
SENT TO B. CLARK

M 74333

I-16a

presiding Board Member. Such decision will be mailed
to you when available.

DATED at Toronto this 10th day of October, 1975.

SECRETARY



A 75821

11-11

Ontario Municipal Board

In THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
G. 349) as amended,

- and -

IN THE MATTER OF an appeal by
Dennis Bastow and Eldena Bastow
from a decision of the Regional
Municipality of Peel Land
Division Committee

B E F O R E :

A. H. ARRELL, C.C.,
Vice-Chairman

- and -

C. O. KEERS, Q.C.,
Member

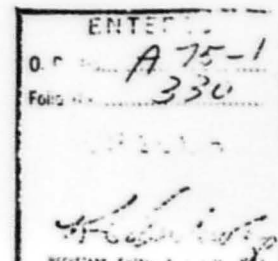
} Tuesday, the 7th day of
} October, 1975

UPON APPEAL from a decision of the Land Division
Committee dismissing an application for consent
to convey land being composed of part of Lot 2,
according to Registered Plan 345, in the City
of Mississauga, and the appeal having been withdrawn
by memorandum in writing filed;

THE BOARD ORDERS, that this appeal is hereby dismissed.

K. C. ANDREWS
SECRETARY

TO BE RECEIVED.
COPY SENT TO B. CLARK





A 75820

I-12

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 345) as amended,

- and -

IN THE MATTER OF an appeal by
Virginia Hill from a decision of
the Regional Municipality of Peel
Land Division Committee



BEFORE:

A. H. ARRELL, Q.C.,
Vice-Chairman

- and -

C. G. KEERS, Q.C.,
Member

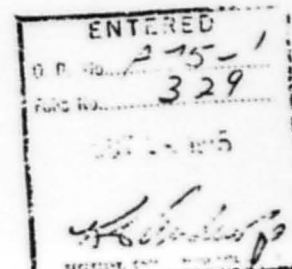
Tuesday, the 7th day of
October, 1975

UPON APPEAL from a decision of the Land Division
Committee dismissing an application for consent
to convey land being composed of part of Lot 3,
according to Registered Plan 345, in the City of
Mississauga, and the appeal having been withdrawn
by memorandum in writing filed;

THE BOARD ORDERS, that this appeal is hereby dismissed.

K. C. ANDREWS
SECRETARY

TO BE RECEIVED. COPY
SENT TO B. CLARK



I-13

J. K. DODDS, M.D.
31 AMITY ROAD
STREETSVILLE, MISSISSAUGA
CANADA L5M 1P1

October 12, 75.

Mr. Grant Clarkson
Chairman,
Credit Valley Conservation Authority,
1500 Eglinton Ave. West,
R.R. 4
Mississauga, Ontario.

Dear Grant: Re: Amity Road Subdivision.

Some of the residents have noted that this property is now surveyed and we would like to call the attention of the Conservation Authority to the fact that while the existing bylaw requires a lot to have a depth of 85', at least one lot has been observed to measure only 80' from front to the top of the bank in the back, with the remaining 5' being situated on the vertical of the bank. This then would make the lot (lots?) less the required depth and brings into question whether it could meet the minimum 7500 sq.ft. lot area.

It would seem that either the 1972 survey has been in error (God forbid) or the bank has slumped in the intervening years. As you know, this bank has been undercut by ice. This raises the question of a building set back from the top of the bank. Information from The Ministry of Environment people indicate that a set back of 35' should be in effect. However, the Mississauga Planning Board and Committee I of Council passed a 25' set back on the basis of soil surveys submitted by the developer.

Soil surveys may indicate the ability of the soil to support a structure, but do nothing to indicate the rate of deterioration of this bank i.e. possibly 5' in 3 years.

At the public meeting on Sept. 29. one of your representatives indicated that the Conservation Authority could check out the top of the bank with the current survey. He also indicated that Gabions were going to be installed along the bank.

We are not opposed to the development of this area as a subdivision. We are concerned that all the bylaw requirements are met.

We therefore request the opinion of your organization on the above matters. Have gabions been approved by the Conservation Authority

-2

TO BE RECEIVED

I-13a

for this area. How far would they run? Who pays for them? Who pays for the upkeep?

We should also like to see the surveyed top of the bank map, shown with the present lot surveys.

Other discrepancies have not been checked for.

Sincerely,

Jack Dodds
J.K. Dodds, M.D.

c.c. Ministry of the Environment.
Mississauga Council.
Mississauga Planning Board.

JKD:ib

Hawthorne Valley

REGISTRY NO. 9228
DATE OCT 7 1975
FILE NO. 140-75
CLERK'S DEPARTMENT

Send to Council

GOLF AND COUNTRY CLUB
5236 HURONTARIO STREET, 277-0848
Glenn Grice, Owner-Manager R.R. 6, MISSISSAUGA, ONT.

I-14

September 12, 1975

RECEIVED
SEP 30 1975

MAYOR'S OFFICE

To The Official Plan Review Committee, & City Council
City of Mississauga

As the owner of 59 acres located on the West side of Hurontario Street, North of Eglinton Avenue, known as the Hawthorne Valley Golf Club Property, I make the following comments: -

1. The official plan review ignores the "hole in the donut" area, on the pretense that aircraft noise would eliminate a land use other than open space at present. I must point out that a very small percentage of the hole in the donut land is in the noise cones, and numerous uses of land are compatible with any aircraft noise. I do not consider this excuse to be a valid reason for leaving a huge area in an interim use category.
2. From our property we can read the signs on the buildings in Square One. Surely this suggests that an area proposed as part of the city core should have people around it. For the city to be attempting to run public transit many miles to the North-West, going through empty areas seems to be unrealistic, and very expensive.
3. I note that the new official plan already proposes two new major roads running into the hole in the donut from the South.
4. We do surely recognize that the only way to lower housing costs is to have an abundance of homes available, with lower development standards. For example, the older part of Applewood Acres has lower development standards, yet it is a very desirable place to live.
5. Any thought of the agricultural use on a large scale is nonsense. People simply will not work in this area on farms. Help from the West Indies must be imported to work even 4 miles West of Brampton. To farm on a worthwhile scale in this area would require the removal of thousands of trees in fence rows. I could not agree with this destruction.

✓ TO BE RECEIVED. REFERRED
TO OFFICIAL PLAN REVIEW
COMMITTEE



GOLF AND COUNTRY CLUB
5236 HURONTARIO STREET, 277-0848
Glenn Grice, Owner-Manager R.R. 6, MISSISSAUGA, ONT.

I-14a

- 2 -

6. I do not think there are more than 5 real farmers in that whole area. Other farming is done by contractors who are paid to farm the land, or else are given it for nothing, not even paying the taxes.
7. Although my land has an agricultural zone, most of my land, because I allow the public to come in to play golf, is taxed 37 times that of the farmland in this area. Yes, 37 times. No level of government considers my operation as an agricultural use. The assessment department considers my land as a business.
8. If my property is to be left as a golf course, then perhaps it should be in public ownership. I now have to compete with the city operated courses, whose rates do not reflect any municipal taxes. For two years the City of Mississauga has operated their golf clinics on part of our property with no charge being made by me.

I request that lands in the hole in the donut be assigned a land use other than agricultural and open space, except for lands which are suited only for open space, and parkland required for residential development.

If food production is a concern, then consider the undeveloped lands South of Burnhamthorpe Road for this purpose. That is where the good land of Mississauga is located.

The garden plots operated by the City should be expanded in number. Preferably on a public transit line. The plots on the clergy reserve farm North of me should be served with city water. A plastic line on the surface would do it at far less expense than the present trucking in by tank system.

Yours truly,

Glenn Grice

GG:je

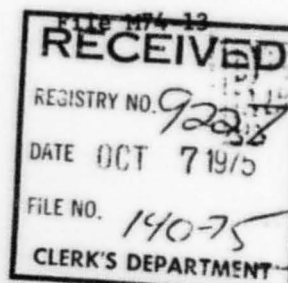


Meadowvale
a new town in the country

September 30, 1975

The Mayor and Members of Council
of the City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Sirs:



Re: Mississauga Urban Development
and Transport Study

This brief is submitted in response to the Report referred to above and relates to our lands in Meadowvale North which is a part of the West Credit Development Area.

As the record will show we submitted an application for amendment of the Official Plan of the Municipality on November 12, 1974. Our application was in effect for a Secondary Official Plan for the area. This application was not processed.

Recently at a Special Council Meeting we reiterated our Company's plans for the development of Meadowvale North. At that time we indicated that we had expected to have approval of the Official Plan Amendment referred to above on or before December 31, 1976. It was further indicated by us at that time that we had expected to complete development of Meadowvale North during the early 1980's.

Our request to you is that the RECOMMENDED DEVELOPMENT STRATEGY proposed by your consultants which designates Meadowvale North for "Interim Use" not be accepted. Furthermore, that the proposed designations be revised to residential and industrial development as proposed in the Official Plan Amendment submitted by us, and that the land be included for development in the first stage to allow completion by 1981. Immediate action is required on this request in order that our plans for development of Meadowvale North can be carried out in an orderly fashion and in accordance with our long standing schedule for development of the area. This request means that the Official Plan Amendment be processed in advance of the finalization of the City's current Official Plan Review.

TO BE RECEIVED. REFERRED TO
R. EDMUNDS & W. TAYLOR

.....continued

Our submission to you is based on two main premises:

1. A review of the history of planning for the West Credit Development Area and of the various Official Plan Amendments adopted by the Municipality and approved by the appropriate Minister of the Government, as well as a review of Agreements entered into between the Municipality and our Company will show an enforceable commitment on the part of the Municipality to permit the development proposed by us to proceed in accordance with our corporate plans for development. Our Company has never considered this to be less than an enforceable commitment to proceed and our corporate planning since 1968 has been based on this.
2. To permit us to carry out our development of these lands would be consistent with the objective of timely and orderly development of lands within the Municipality in accordance with good planning and development principles.

Official Plan Amendment Number 114 was approved by the Minister of Municipal Affairs on September 5, 1961. The land use designation of our lands, and other lands, was changed by this amendment from agricultural to residential. Reference should be made to the following excerpts from Official Plan Amendment Number 114:

a) Page 2, PURPOSE:

"The purpose of this Amendment to the Official Plan of the Township of Toronto Planning Area is to establish in general terms a revised policy and land use pattern for the area of land within the Township broadly known as the South West Credit Valley Development Area.

The area affected by this Amendment is now generally designated on the Official Plan Land Use Map as Residential in the south and Agricultural in the north. The dividing line is generally at the H.E.P.C. right-of-way, approximately midway between the Burnhamthorpe Road and the Lower Base Line Road."

b) Page 3, BASIS:

"..... the Municipality is satisfied that if adequate financial and other agreements are reached between the Developers and the Township, an urban area second to none can be developed. Accordingly, the Municipality adopts this Amendment."

.....continued

c) Page 13, IMPLEMENTATION (as modified):

"Implementation"

"This amendment mainly defines the procedures and basic principles for the future development of the lands concerned but in itself shall in no way serve to release any lands for development. It is a preliminary step to be followed by one or more amendments which shall introduce detailed policies for the following matters:

- i) Staging programme to govern the sequence of development of all the land to which this amendment applies.
- ii) Major Roads programme.
- iii) Sewer and water services programme with regard to the development of the land included within this amendment.
- iv) Location of the Town Centre.

On October 28, 1968, we entered into an Agreement with the Municipality pursuant to which a commitment was made by the Municipality to permit the development of lands owned by us. We also undertook significant and substantial commitments pursuant to this Agreement related to matters such as providing Industrial Assessment, to provide lands for school purposes at an agreed price less than the market value of the lands and to provide social and recreational amenities. We have more than discharged our commitments pursuant to this Agreement in reliance upon the commitment of the Municipality contained therein to permit the development of our lands in an orderly fashion. We respectfully refer you to the third recital contained in the Agreement which reads as follows:

"And whereas it has been agreed between Markborough and the Town that Markborough shall be permitted to develop the Markborough lands in accordance with the terms and subject to the conditions hereinafter contained,"

Official Plan Amendment Number 218 was approved by the Minister of Municipal Affairs on August 28, 1970 with certain modifications made by the Minister. The Plan was intended both as a primary and secondary plan for the West Credit Development Area.

The Minister, by way of modification, deleted lands lying north of Highway #401 from the Official Plan Amendment.

.....continued

The provisions of Modification Number 4 are most significant. The Minister made it clear that these lands would be developed in the future as the Meadowvale North Community. The lands north of Highway #401 were deleted by modification, because of pending provincial policy with respect to future Highway #407 and the Parkway Belt Concept. The Parkway Belt, Highway #407 and the Transmission Line locations have now been settled. It is useful to read the wording of Modification Number 4 to Official Plan Amendment Number 218 which reads as follows:

"Further Secondary Plans will be prepared in due course for the remainder of the West Credit Development Area in the Town of Mississauga including the area north of Highway #401 to be known as the Meadowvale North Community."

On February 23, 1973, we entered into an Agreement with the Town of Mississauga pursuant to which there was a clarification of our obligations in the Agreement of October 28, 1968, in the matter of "Social and Recreational Amenities". We have relied upon this Agreement as a continuing expression of the intent of the Municipality to permit the orderly development of our lands in Meadowvale North.

A careful review of the history of the Official Plan Amendments and the Agreements referred to above clearly indicates, in our respectful submission, that we have the right to proceed with the development of our lands in the manner in which we propose.

The Mississauga Urban Development and Transportation Study clearly indicates that Meadowvale North can and should be developed. If you will refer to Page 137 of the Study you will see a statement to this effect.

The Study speaks of the need for providing the kind of Industrial Commercial Development that we are now and have for some time in the past been providing.

As suggested by the Study full servicing of the lands in Meadowvale North is available. We do, of course, maintain a balanced housing programme. As expressed in the Study on Page 137 Meadowvale North provides a logical link in the Transportation and Development Corridor through the West Credit Area, connecting Mississauga with Brampton. There are many other examples in the Study indicating that the consultants obviously could have recommended the immediate development of Meadowvale North except for the concern in their minds related to noise emanating from the Airport.

.....continued

In regard to this question of airport noise we did indicate to you at the Special Council Meeting, that we have a continuing review of matters such as this in relation to our developments. Our consultant, retained specifically to investigate and monitor aircraft noise, has assured us that there is no need to defer or delay development of Meadowvale North because of this concern since it is not, in fact, a valid concern. This can be documented as the plan is processed.

In any event both the Municipality and the Region will, in the course of processing the Zoning By-Law and the Subdivision Plans for the area, give consideration to this concern and appropriate action will be taken at that time. Therefore, there is no reason to delay the processing of our development plans for Meadowvale North on this account.

As you are aware, a major portion of the Municipal servicing is available immediately for the development of Meadowvale North. All of Meadowvale, including North, was contemplated at the time of finalizing the South Peel Servicing Scheme and services were constructed pursuant to that scheme.

Markborough Properties Limited has a proven and enviable record within the City of Mississauga and elsewhere where it has undertaken land developments. Our Company has always discharged its obligations and is noted for the quality of its developments. The Municipality can rely upon us to carry out the development of Meadowvale North in a way that will be a credit to us and to the Municipality.

In summary, we respectfully suggest that our Official Plan Amendment should be processed immediately in conjunction with the necessary Zoning By-Laws and subdivision plans in view of the following considerations:

1. There is a commitment on the part of the Municipality and on the part of the Provincial Government to permit the development of Meadowvale North as evidenced by Official Plan Amendment #114 and Official Plan Amendment #218.
2. There is a commitment on the part of the Municipality to permit the development of Meadowvale North pursuant to the Agreement of October 28, 1968, and the Agreement of February 23, 1973.

.....continued

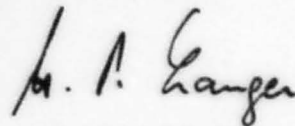
September 30, 1975

I-15e

3. Full Servicing is available for the development of Meadowvale North.
4. Our Company has a proven record and can be relied upon to carry out development in an exemplary way.
5. The Mississauga Urban Development and Transportation Study sets out many reasons why Meadowvale North should be developed as part of the overall orderly development of the City of Mississauga.

All of the foregoing is respectfully submitted on behalf of Markborough Properties Limited.

Yours very truly,



H. Peter Langer,
Executive Vice-President.

RKW:lg



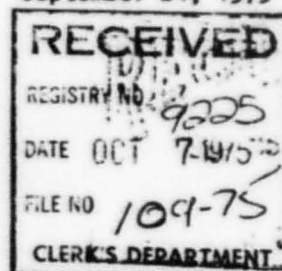
ONTARIO HUMANE SOCIETY

696 Yonge Street, Toronto, Ontario M4Y 1A7

I-16

Peel Regional Branch,
3490 Mavis Road,
Mississauga, Ontario.

September 24, 1975



Mayor M.L. Dobkin and Members
of the City Council,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Mayor Dobkin,

As you know, I appeared before Council in Committee on Monday, September 22nd to speak to a proposal to amend the animal control bylaw.

At that meeting I suggested that the proposal should be referred to the Animal Control Committee which was appointed by the Council some months ago to review the animal control bylaws and the way in which the bylaws are being enforced and to recommend to Council any changes that the Committee feels are desirable.

The Committee is under the chairmanship of Mr. Bud Gregory.

The Ontario Humane Society has participated faithfully in the work of the Committee. Representatives of the Society and the Peel Regional Branch have attended every meeting of the Committee. At the request of the Committee we have obtained a great deal of material for the information of members of the Committee. In addition, we have prepared detailed analyses of different levels of animal control enforcement.

In view of the fact that the Committee has not yet made any recommendations to Council, and certainly any delay is not the fault of this Society or its representatives on the Committee, I feel very strongly that the City Council should not amend the animal control bylaw until the Committee has had an opportunity to complete its report.

If the City Council is not prepared to allow the Committee to function effectively and complete its report, then I would suggest that it is the duty of Council to disband the Committee. Certainly I, for one, and I am sure other members of the Committee as well, would not wish to

Incorporated in 1919 as
The Ontario Society
for the Prevention of
Cruelty to Animals

President: Mrs. Helen McDougall
Vice Presidents:
H. W. C. Stothem and A. Kuiper
Secretary: B. Capes
Treasurer: F. L. Nason
Executive Vice-President: T. I. Hughes
Executive Secretary/Treasurer:
R. A. Mosegood

Branches

Barrie
Elgin County
Oxford County
Ontario County
Oshawa
Midland
Dryden
Owen Sound
Peel County
Quinte
Brant County
Orillia
Kent County
York County
Kirkland Lake
Northumberland & Durham
Lennox & Addington
Renfrew County
Scarborough
Porcupine & District
Leeds & Grenville
Thunder Bay
Kapusking & District
Perth County

✓ TO BE RECEIVED.
REFERRED TO ANIMAL
CONTROL COMMITTEE

.../2

continue giving time voluntarily to this Committee if the Committee is not to be given an opportunity to function effectively.

I should also make it clear that the Ontario Humane Society is committed under the present agreement between the Society and the City to enforce the present animal control bylaw and I am sure that the Society would wish to make representations to the Council concerning any amendments to the bylaw if the Society is to be responsible for enforcing a new bylaw.

Yours very truly,

Shirley G. MacDonald.

Shirley MacDonald (Mrs.),
President,
Peel Regional Branch.

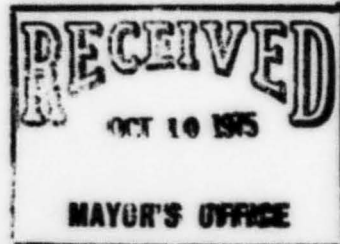
/SB

Royal Canadian Legion

COL. ALEX THOMSON BRANCH 82



I-17



35 FRONT ST. NORTH
PORT CREDIT, ONT.
L5H 2E1
278-1705

October 7, 1975

Dr. M. Dobkin,
Mayor City of Mississauga,
1 City Centre Dr.,
Mississauga, Ontario.

Dear Dr. Dobkin:

May we bring to your attention that Saturday, November 8, 1975 is the date set for Poppy Day this year.

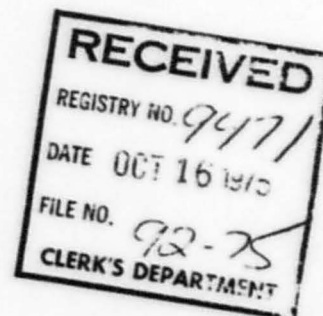
In order that we may engage in this very important Legion campaign, we are respectfully asking your kind permission to enable this branch of the Royal Canadian Legion to tag in the area south of the Queen Elizabeth Highway in the City of Mississauga.

Your compliance with this request will be much appreciated.

Yours very truly,

John O. Leprich
Chairman, Poppy Fund

JOL/ml



TO BE RECEIVED.
RESOLUTION AVAILABLE.

"They served till death! Why not we?"



THE ROYAL CANADIAN LEGION

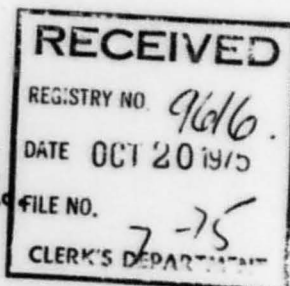
BRANCH 528, MALTON

Box 173
MALTON, ONTARIO
L4T 3B5

I-18

17 October 1975.

City of Mississauga,
7 City Centre Drive,
MISSISSAUGA - Ontario



Permission is respectfully requested to hold the following parades being held in conjunction with our Remembrance Day Services:-

1. Remembrance Day Parade Saturday November 8, 1975 will assemble at Malton Public School on Airport Road at 10.00 A.M. This parade will move off East on Airport Rd to Derry Road, thence East on Derry Rd to the Malton Legion.
2. Remembrance Church Parade Sunday November 9, 1975 will assemble at the Westwood Mall at 10.00 a.m. This parade will move off on Goreway Drive North to Morningstar Rd, right on Morningstar to Westwood Secondary School for Service at 11.00 a.m.

Trusting that we may receive a favorable reply.

Yours truly,

J.N. (Bert) REID,
Manager.

TO BE RECEIVED.
RESOLUTIONS AVAILABLE.

"They served till death! Why not we?"

Royal Canadian Legion

COL. ALEX THOMSON BRANCH 82



I-19

35 FRONT ST. NORTH
PORT CREDIT, ONT.
L5H 2E1
278-1705

DEAR SIR OR MADAM:

On Tuesday, November 11th this year we commemorate the 57th Anniversary since the cessation of hostilities and the subsequent signing of the "Armistice" bringing the First World War to an end on November 11th, 1918.

In the past it has been customary for you to place a Wreath of Remembrance at the Cenotaph on this day. It is our very strong belief that you will wish to do so once again.

This being so, will you please advise by return mail, so that we may place your order.

Yours very truly,

J. Leprich

J. Leprich,
Chairman, Poppy Fund.



Please order wreath # _____

Please do not order wreath # _____

#14 Wreath \$20.00
#20 Wreath \$30.00

NAME _____

ADDRESS _____

✓ TO BE RECEIVED.
RESOLUTION AVAILABLE

"They served till death! Why not we?"



Parent Co-operative
Preschool Council
Toronto

City of Mississauga,
1 City Centre Drive,
Mississauga,
Ontario. L5B 1M2.

I-20

Ms. Norma Oaker,
Fund Raising Committee,
Parent Co-operative Preschool Council,
101 Valleywoods Road,
Suite 142,
Don Mills,
Ontario.
M3A 2R8

Dear Mr. Belford,

Re: Grants Committee
Your File 30-75

Enclosed please find the Financial Statement for 1974/75.
At the same time we would like to be considered for a Grant of \$500
for the 1975/76 year.

Waiting in anticipation,

Yours faithfully,

S. E. Adamson

Ms. Norma Oaker

TO BE RECEIVED AND REFERRED
TO GRANTS COMMITTEE

RECEIVED	
REGISTRY NO	9384
DATE	OCT 14 1975
FILE NO.	30-75
CLERK'S DEPARTMENT	

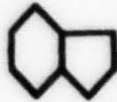
**TORONTO & DISTRICT PARENT CO-OPERATIVE
PRESCHOOL CORPORATION**

FINANCIAL STATEMENT

MAY 1/74 - APRIL 30/75

	<u>1st Quart.</u> <u>May - July</u>	<u>2nd Quart.</u> <u>Aug. - Oct.</u>	<u>3rd Quart.</u> <u>Nov. - Jan. 15</u>	<u>4th Quart.</u> <u>Jan. 15 - Apr. 30</u>	<u>TOTAL</u>
REVENUE					
Dues	712.50	366.00	60.00	74.00	1,212.50
Books	7.80	186.55	730.22	777.75	1,702.32
Prog.-Conf.	—	—	—	679.87	679.87
Orient.	—	23.55	—	—	23.55
Fatheringham	—	66.00	—	—	66.00
Bartram	—	180.00	10.00	—	190.00
Gillies	—	—	31.00	—	31.00
Chase	—	—	54.00	144.00	198.00
Lilienstein	—	—	—	300.00	300.00
Grant	—	100.00	—	—	100.00
Misc.	33.37	—	—	—	33.37
TOTAL REVENUE	<u>753.67</u>	<u>927.10</u>	<u>951.22</u>	<u>1,975.62</u>	<u>4,602.61</u>
EXPENSES					
Travel	148.95	18.59	135.98	110.00	413.52
Insurance	—	(28.00)	7.00	(24.00)	(45.00)
Office Expenses	194.37	109.37	149.54	340.18	793.36
Dues & Member. Fees	49.25	254.00	30.00	—	333.25
Bank Charges	16.20	2.40	—	—	18.60
Awards & Promotions	188.36	18.00	(14.00)	—	192.36
Cost of Books	93.54	105.95	930.89	593.28	1,723.66
Program Expenses —					
—Bartram	200.00	—	210.00	—	410.00
—Chase	—	—	—	285.00	285.00
—Orient.	—	56.84	—	—	56.84
—Gillies	—	—	60.24	—	60.24
—Fatheringham	—	—	50.00	—	50.00
Postage	58.74	51.51	68.60	31.52	210.37
Printing	59.41	13.23	19.17	63.63	155.54
TOTAL EXPENSES	<u>1,008.72</u>	<u>613.89</u>	<u>1,647.42</u>	<u>1,399.61</u>	<u>4,667.64</u>
PROFIT (LOSS) FOR THE PERIOD	<u>(255.25)</u>	<u>(320.21)</u>	<u>(696.20)</u>	<u>576.01</u>	<u>(67.03)</u>

T-20a



CANADIAN SCHIZOPHRENIA FOUNDATION

PHONE (306) 527-7969 — 2135 ALBERT STREET
REGINA, SASKATCHEWAN S4P 2V1

I-21

RECEIVED	
REGISTRY NO.	9472
DATE	OCT 16 1975
FILE NO.	7-75
CLERK'S DEPARTMENT	

Dear Sirs:

People are worried about rising health and welfare costs and the health of citizens because we are threatened by a host of old diseases and some new ones. Many researchers and scientists are working hard to find ways of controlling these illnesses which seriously affect adults and children, but they cannot do it alone. An informed, alert public is needed to protect us against many crippling ailments.

The Canadian Schizophrenia Foundation is making information available about such illnesses as schizophrenia, sub clinical pellagra, learning and behavior problems in children, low blood sugar, alcoholism, and other serious disorders. We are working with professionals, researchers, governments, and community organizations and the public to raise the level of treatment and prevention of many disorders which threaten society.

The fight must be continued against illnesses which bring about suffering, family breakup, school dropouts, unemployment and suicides. The C.S.F. has helped many children and adults on the road to recovery, but there are many, many more who have not been helped and who are being handicapped physically, mentally and emotionally.

We are asking the Canadian public and local governments to join us in bringing help and hope for many Canadian children and adults. Any donation will be gratefully received.

We are enclosing a brochure describing the work of the C.S.F., together with a publication list. Please do not hesitate to contact us if you need further information or a supply of literature for distribution. We will be pleased to put you on our mailing list at your request.

Sincerely,

I.J. Kahan,
General Director.

9/9/75

✓ TO BE RECEIVED. REFERRED TO GRANTS COMMITTEE
--

TO BE RECEIVED

NEW DIMENSIONS IN HEALTH



Canadian Schizophrenia Foundation
2135 Albert Street
Regina, Saskatchewan S4P 2V1

The C.S.F. is a very young organization. It started operating on a national basis in May of 1970. It was formed by a small group of people who wanted to have an effective organization to fight schizophrenia, one of the deadliest diseases of mankind, and one which attacks and cripples adults and children throughout the world. They wanted to help the schizophrenics and their families by promoting better treatment methods and reducing the fear and stigma associated with the name.

The C.S.F. began to work with a bank loan, a small rented office, a part-time director and volunteer clerical and other help. It started by organizing public meetings and television and radio interviews with recovered patients and by publishing some small brochures. The response was overwhelming and clearly showed the desperate and urgent need for the C.S.F. services. Numerous telephone calls, thousands of letters from Canada and other countries) and many office visits strained the resources of the fledgling organization. Fortunately, memberships and donations enabled the C.S.F. to continue with its programs, to publish more information about schizophrenia and even to estab-

lish branches in various communities across Canada. Soon the C.S.F. was publishing a variety of literature together with an international Journal and Newsletter.

The Branches found the same response — a terrible need for information and help for the forgotten and rejected members of our society — the schizophrenic adults and children. Volunteers' telephones were kept busy for hours answering calls from desperate people; people made visits, bought literature and tried to get treatment that would help the sick ones.

The C.S.F. maintained the schizophrenia was a disease, not a condition; it was treatable, and it was not the parents', the patients', or society's fault any more than it was their fault for disorders such as diabetes. A careful study of the evidence and treatment systems showed schizophrenia to be a biochemical disease which is generally responsive to biochemical therapies.

The C.S.F. found that the most effective treatment approach was to consider the whole person and to treat the body and mind together. The treatment system which was clearly shown to be far superior to others was the approach designed to correct chemical imbalances in the patient so that the molecules of the brain and the body are provided with the best possible environment. This was accomplished by finding the patient's deficiencies and imbalances, by supplying vitamins, minerals, other nutrients and a special diet and by controlling or eliminating harmful and allergic substances. Any other treatments that were helpful were also used. This approach, now known as ortho-

molecular therapy, has been used by thousands of physicians in several countries over a period of years. The results have been very good, with about 80% of the adult schizophrenics recovering, and a higher rate in children.

The C.S.F. soon learned that this system was not only effective for treating schizophrenia, but was excellent for treating a wide variety of disorders, including low blood sugar, subclinical pellagra, learning or behavior problems in children, alcoholism, circulatory ailments and problems of aging.

The C.S.F. therefore found it necessary to provide information about the application of the orthomolecular approach to a variety of disorders affecting adults and children. As there was no source where information on this treatment method was readily available, the C.S.F. had to provide this information to the thousands who asked for it.

The letters and interviews often disclosed tragic and heartbreaking accounts of illnesses which had not been successfully treated. The C.S.F. volunteers and staff would have found the work depressing but for the letters and personal accounts which in the vast majority of cases showed recoveries or considerable improvement.

The new dimension in treatment helped many, many people so they could be independent, healthy, contributing members of society and thus reduced suffering, family disruption, unemployment, and a heavy tax burden. The successful therapies gave help and a new dignity to the people who were rejected and forgotten.

Although the C.S.F. and its dedicated volunteers have done a great deal to raise the levels of treatment and prevention and to give help and hope to many more must be done. The C.S.F. with a very small budget has made great impact and added a new dimension to treatment, prevention and attitude towards several disorders, but must have more funds to continue with its work and to expand its programs. The need for information and help is great. Your urgent and your support, by donation by volunteer services and other ways will enable the C.S.F. to continue dedicated work.

Please send your donation soon, write us and we will send information about what you can do to help. Donations are income tax deductible. Membership information and forms and publication list are printed on the reverse side.

We look forward to hearing from you.



121

Canadian Schizophrenia Foundation

2135 Albert Street, Regina, Saskatchewan S4P 2V1

I-216

1. Doctors Speak on the Orthomolecular Approach, by Drs. Hoffer, Cott, Ward, Hawkins, Green, and Kowalson	.50
2. Why Young Adults Crack Up, by Lawrence Galton	.25
3. Aggressive Behavior, Glucose and Brain Dysfunction, by J. A. Yaryura-Tobias and F. Neziroglu	.35
4. How to Judge a Mental Hospital, by F. H. Kahan	.25
5. What To Do If You Have A Troubled Child, by F. H. Kahan	.50
6. Which Treatment Should a Schizophrenic Seek? by F. Kahan	1.00
7. The Therapeutic Wonderland... old ideas die hard... by I. J. Kahan	.25
8. Orthomolecular Treatment, by Dr. A. Cott	.50
9. The Development of an Integrated Community System for the Effective Treatment of Schizophrenia, by Dr. D. Hawkins	.50
10. Orthomolecular Psychiatry, by Dr. L. Pauling	.50
11. Schizophrenia: An Evolutionary Advance, by Dr. A. Hoffer	.60
12. How to Live with Schizophrenia, by Drs. Hoffer and Osmond	2.50
13. Favourite Recipes for Hypoglycemics and High Protein Diets	2.50
14. How One Psychiatrist Began Using Niacin, by H. Newbold	.25
15. In Search of Therapy: A Program for Public Action, by I. J. Kahan	.35
16. Freud is Dead, by B. Rimland, Ph.D.	.25
17. Orthomolecular Approach to the Treatment of Learning Disabilities, by A. Cott, M.D.	.50
18. Megavitamin Therapy and the Drug Wipeout Syndrome	.50
19. Megavitamin B3 Therapy for Schizophrenia, by A. Hoffer	.50
20. A Child's Dilemma -- Sub Clinical Pellagra, by Dr. G. Green	1.00
21. Megavitamin Therapy, by Karpal Publishing Co.	1.00
22. Low Blood Sugar, by Karpal Publishing Co.	1.00
23. Megavitamin Controversy (Reprint, Los Angeles Times)	.50
24. Orthomolecular Therapy, an Examination of the Issues, by J. Hoffer	.30
25. Psychiatric Syndromes Produced by Allergies: Ecologic Mental Illness, by Drs. Newbold, Philpott and Mandell	.50
26. Supernutrition, by Dr. A. Hoffer	.35
27. Can We Forestall Heart Attack, Stroke and Senility, by J. Patrick	.35
28. Megavitamin Therapy, by Adams and Murray	1.75
29. The Blind Double Blind Studies	.50
30. Zinc and Hippocampal Function, by I. L. Crawford and J. D. Connor	.50
31. Ineffective Nutrition, Learning & Behavior, by G. von Hilsheimer	.25
32. The Challenging Frontier: Current Research in the Field of Severe Childhood Mental Illness, Dorothy Beavers, Ph.D.	.75
33. Clinical Observations on the Treatment of Schizophrenia and Hyperactive Children with Megavitamins, by E. L. Rees	.50
34. The Vitamin B3 Therapy: A Communication to A.A.'s Physicians	2.00
35. Questions and Answers About Alcoholism, by I. J. Kahan	.25
36. Orthomolecular Treatment in Disturbances Involving Brain Function, by Louis B. Silverman, M.D.	.50
37. A Primer on Orthomolecular Treatment	5.00
38. Schizophrenia and the Law	2.50
39. Conquering Schizophrenia -- A New Approach	Free
40. Questions and Answers about Schizophrenia	Free
41. Helping Troubled Children	Free

C.S.F., 2135 ALBERT STREET, REGINA, SASKATCHEWAN, CANADA S4P 2V1

Please send me the literature checked above. I enclose \$ _____

NAME: _____

ADDRESS: _____

I would like to become a C.S.F. Member _____ (\$5.00) _____

I would like to receive the Newsletter _____ (\$10.00 or more) _____

I would like to receive the Newsletter and Journal _____ (\$30.00 or more) _____

I do not wish to receive either, but am sending a donation _____

I would like to become a Corporate Member or Sponsor _____ (\$100.00 or more) _____

I would like further information _____

Enclosed €

I-22

3166 Credit Woodlands,
Mississauga, Ontario,
Oct. 9, 1975.

Mr. D. Culham,
Councillor, Ward 6,
Municipal Office,
Mississauga, Ont.

Dear Mr. Culham:

As a visitor from Florida, staying with my family on Credit Woodlands, I feel that I must write briefly to congratulate you for the excellent move you have made towards making this beautiful subdivision a much safer and more pleasant place to live.

Please be assured that all the residents in this area are most grateful for the installation of the stop signs at both three-way and four-way intersections. The reduction of the noise pollution of roaring buses, trucks and racing cars is greatly appreciated and it is a real relief to be able to get out of your driveway and onto the street without endangering your own or someone else's life.

Again, my congratulations and best wishes.

Sincerely,

(Mrs.) Ann N. Zachariar

TO BE RECEIVED

Send to Council
THE PEEL BOARD OF EDUCATION

I-23

GULLEDEN

PUBLIC SCHOOL

ADDRESS

3540 Havenwood Dr .
Mississauga, Ont.
L4X 2M9

October 6, 1975

Dr. Martin L. Dobkin,
Mayor - City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.
L5B 1M2.



Dear Dr. Dobkin:

I wish to take this opportunity to thank you on behalf of the Gulleden School and Community, for taking an active role in supporting our Creative Playground Project.

It is our desire to make this a truly useful and treasured recreational playground for years to come for the children in the general Forest Glen Community.

Your public spirited interests are certainly to the benefit of the families in the City of Mississauga.

Yours truly,

D.B. Ritchie

D. B. Ritchie - Principal,
Gulleden Junior Public School.

DBR:meh

TO BE RECEIVED.

24 QUEEN ST. EAST
BRAMPTON, ONTARIO
L6V 1A4



PHONE—Brampton 453-4110

I-24

The Corporation Of The
City Of Brampton

OFFICE OF THE CLERK

RECEIVED	
REGISTRY NO.	9328
DATE	OCT 10 1975
FILE NO.	67-75
CLERK'S DEPARTMENT	

The City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga,
Ontario.

October 7th, 1975.

Dear Sir,

The Council of the City of Brampton, at its meeting held on October 6th, 1975, adopted the following resolution which is self explanatory:-

"Whereas concern has been expressed by the City over rent increases within the City and as to whether such are justified;

And Whereas by resolution dated November 25th, 1974, this City petitioned the Legislature of Ontario to pass legislation establishing rent boards with the power to roll back unjustified rent increases;

And Whereas all three Political Parties during the recent election campaign have indicated that such legislation will be forthcoming;

And Whereas the Premier of Ontario also indicated that pending enactment of legislation to deal with this problem, rental rates would be controlled as of July 30th, 1975;

And Whereas a certain landlord within Ward 3 of the

Cont'd.

I-24a


City of Brampton has served notice upon a number of tenants that there would be increase of at least 50% or more in rental rates upon expiration of their present leases;

Therefore be it resolved that the City of Brampton petition the Ontario Legislature that it deal with the enactment of such legislation as the first order of business for the session commencing October 21st, 1975, and that the Government take immediate action to reinforce its promised rent controls by seeing that leases that have expired since July 30th, 1975, or will expire before effective rental review legislation can be passed, continue in full force and effect, and copies of this resolution be forwarded for endorsement to all municipalities with a population in excess of 50,000 and to each leader of the Provincial Parties in Ontario."

It would be appreciated if you would kindly present this resolution to your Council for their endorsement, and advise this office of the disposition by your Council of this matter.

Should your Council endorse this resolution, it would be appreciated if you would so advise the Hon. W. G. Davis, Premier of Ontario.

Yours very truly,


R. A. Everett
Deputy Clerk

RAE:emc

✓ TO BE RECEIVED. RESOLUTION AVAILABLE.
--



City of Orillia

RECEIVED	
REGISTRY NO.	9446
DATE	OCT 15 1975
FILE NO.	67-75
CLERK'S	

ORILLIA, ONTARIO
L3V 8J6

I-25
OFFICE
OF THE
CLERK-TREASURER
AND
EXECUTIVE
ADMINISTRATOR

October 14, 1975.

TO: TOWNS, CITIES AND REGIONS IN THE PROVINCE OF ONTARIO.

The following is a copy of a resolution passed by Council at its meeting held on October 6, 1975:

"WHEREAS municipalities have virtually no control over fire and police association demands which, next to educational costs, are taking a disproportionate share of the annual tax levies and are escalating in costs at an unreasonable rate;

AND WHEREAS the present arbitration set-up appears highly prejudicial to any attempts by municipalities to protest the demands of these departments which act as a chain reaction throughout all other civic departments to create unrealistic salary increases as compared to the average ratepayers' incomes and the ability of home-owners and business to cope with the consequent inflationary tax levies;

AND WHEREAS we do not feel that these departments should be the criterion of salary and benefits of other civic departments which by comparison are not properly compensated;

AND WHEREAS the Administration of Justice has become so unwieldy and costly at the expense of the individuals involved, largely because of the system of Boards of Police Commissioners which the Association of Municipalities of Ontario has unanimously denounced in 1974 as taking too much control away from local councils.

THEREFORE BE IT RESOLVED that this Council goes on record as favouring a review of the legislation governing the operation of fire, police and justice departments and related matters by a non-party committee of the Legislature to enquire into and recommend appropriate revisions as may appear advisable and expedient.

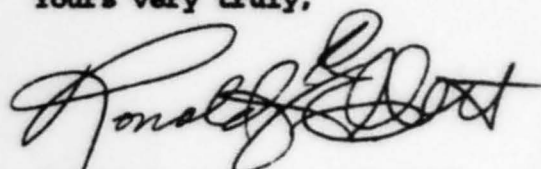
I-25a

- 2 -

AND THAT copies of this resolution be forwarded to Premier William Davis, Stephen Lewis, Robert Nixon, Gordon E. Smith and the Association of Municipalities of Ontario and circulated to regional, city and town councils requesting their support."

We would appreciate your presenting this matter to your Council and advising us of the action taken.

Yours very truly,



Ronald J. Ellett, A.M.C.T.
Deputy Clerk.

RJE:vh

TO BE RECEIVED. CITY OF ORILLIA
TO BE ADVISED TO SUBMIT THEIR
RESOLUTION TO THE PROPER ASSOCIATION
FOR CONSIDERATION.